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INTERNATIONAL TRANSPORT WORKERS' FEDERATION
MARITIME HOUSE · OLD TOWN · CLAPHAM · LONDON, S.W.4

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Wednesday, 20th July, 1960

Morning Session

Before the Proceedings were opened a short musical programme was given by the Biel-Solothurn City-Theatre Orchestra. The President, Frank Cousins, then declared the Congress open and called upon the Chairman of the Reception Committee, Robert Bratschi, to address the delegates.

R. Bratschi began his address of welcome by mentioning some of the distinguished guests attending the Congress, including:

Dr. Robert Kunz, Director of the Swiss Federal Office of Transport, Samuel Brawand, Vice-President of the Berne Cantonal Council, and

Fritz Schmidlin, Councillor of the City of Berne and Director of the Industrial Services of Berne.

Bro. Bratschi thanked these representatives of public bodies for the honour they showed the I.T.F. by attending its Congress. The Swiss Federal Railway Management were represented by their President, Dr. Hugo Gschwind, and the Swiss private transport undertakings by their Director, Dr. Hans Born.

The unions affiliated to the Swiss Federation of Labour had naturally all sent representatives including Bro. Leuenberger, the President of the Swiss Federation of Labour, who would be speaking later.

Although representatives of public authorities, managements and trade unions could be seen sitting peacefully together today, this did not mean that there were no differences between them, but it was a sign that they were prepared to resolve these differences in a spirit of co-operation. Bro. Bratschi then gave a special greeting to the delegates of I.T.F.-affiliated unions who had come from 40 countries all over the world and also to the officials of this powerful and influential organization which today could look back on more than 60 years of vigorous and successful activity.

Bro. Bratschi spoke of some past leaders of the I.T.F., recalling particularly Charlie Lindley, leader of the Swedish Transport Workers, Arthur Deakin, and Hans Jahn. He gave an especially sympathetic welcome to the widow of Bro. Devaux of the Belgian Railwaymen's Union.

Bro. Bratschi then congratulated Bro. Omer Becu on his recent election as General Secretary of the I.C.F.T.U., emphasizing the gain to the I.C.F.T.U. and at the same time the great loss to the I.T.F. Whilst convinced that it would not be easy to replace Bro. Becu, the speaker was sure the I.T.F. would find the right man to succeed him.

He then warmly greeted Bro. Oldenbroek, the successor to Edo Fimmen as I.T.F. General Secretary who had left the I.T.F. in 1949 to become first General Secretary of the I.C.F.T.U., a difficult post in which he had thus served for more than 10 years. The time had now come for him to retire from that post, because he had reached the official retiring age. Bro. Oldenbroek could be assured of the warmest gratitude of the workers of the free world whom he had served so well. (Applause.)

Bro. Bratschi said that this was the third time he had had the honour of greeting an I.T.F. Congress held on Swiss soil. The first time was in 1921 in Geneva, at that time headquarters of the League of Nations. At that time the world had not emerged fully from the aftermath of the First World War. At that Congress men like Edo Fimmen, the unforgettable General Secretary of the I.T.F., Ernest Bevin, later to become Great Britain's Foreign Secretary, and Charlie Lindley of the Swedish Transport Workers and one of the founders of the I.T.F., were there and by their efforts they were able to build the I.T.F. up again into a vigorous and competent force and were able to preserve unity in the face of communist intrigue which was beginning to show even then. In Italy and Germany Fascism was at the door. In both countries dictatorship came to power through the mistaken deflationary policies of governments and the machinations of the communists. The way was open for the crime of the Second World War. The I.T.F. Congress again met in Switzerland at the end of the Second World War, in Zurich in 1946. The I.T.F. then celebrated its 50th anniversary, with Charlie Lindley in the Chair. The scene when Bro. Oldenbroek handed back to the Austrian railwaymen the flag which Bros. Freund and Thaler had given into the safe keeping of Edo Fimmen as a symbol of freedom and faith in the future would never be forgotten. At the Zurich Congress it had been hoped that the alliance between East and West in destroying the Fascist and Nazi dictatorships would help the trade unions of the West and the East to come together again. This hope was soon betrayed, and it was seen that it was impossible to cooperate with organizations whose trade unionism was only a gloss to cover their true nature as agents for spreading Communist dictatorship. This third Swiss Congress of the I.T.F. had to recognize the failure of recent attempts to bridge the gap separating humanity into two gigantic camps. Millions of people had staked all their hopes on the Summit Conference in Paris and the Disarmament Conference in Geneva. Quite capriciously, and apparently without any reasonable grounds, these hopes had been suddenly dashed. He hoped that at a third meeting between East and West all participants would honestly try to preserve humanity from the horrors of a nuclear war. One must never lose faith in the ultimate goodness of man.

The free trade unions, Bro. Bratschi said, were among the strongest forces making for the preservation of peace in the world. A great deal of their power in this respect came from their international affiliations and cooperation. Of the I.T.F. it could be said that, in addition to pursuing its tasks in connexion with the improvement of economic and social conditions and those connected with reforming the structure of the transport industry, it had always fought for peace, freedom and the defence of human dignity on an international plane. The I.T.F. had been the first international workers' organization to look farther afield than Europe and unfurl its banner in distant continents. Today it had affiliates in approximately 70 countries, more than 40 of which were outside Europe and North America. This was particularly important to mention in this year of international aid to the so-called underdeveloped countries. The I.T.F. had more than 60 years behind it. Its history was one of unremitting labour and struggle for a greater measure of social justice, for peace and human dignity. The men of the I.T.F. knew that without freedom no dignity was possible and

their struggle was always to be seen as a fight for freedom.

Bro. Bratschi concluded by expressing his conviction that in continuing this fight the I.T.F. would have with it the most fervent hopes of the Swiss workers and of the vast majority of the Swiss people.

The President thanked Bro. Bratschi for his welcoming address and particularly for his reference to Bros. Lindley and Deakin. He then called on Mr. R. Kunz, Director of the Federal Office of Transport.

Mr. Kunz welcomed the Congress on behalf of the Director of the Swiss Federal Post and Railways Department, the Swiss "Minister of Transport". He spoke of the increasing importance of the transport industry, indispensable as it was to the free movement of men and goods and to the functioning of other industries. He emphasized the vital and responsible rôle played by all transport workers, the consciousness of which had led them, particularly seafarers and railwaymen, to be pioneers in the field of social welfare and insurance. The trade unions had achieved much, both nationally and through international conventions, but there was need for cooperation by employers, whether state or private, for example in the drawing up of a modern labour code. Mutual confidence was an essential to progress.

The explosive economic expansion of recent years, the increasing need for transport facilities and the growth of competition between different means of transport had produced exceedingly complex problems, to the ultimate solution of which the I.T.F. had contributed in no small measure by its social and technical studies.

He spoke further of the need for strong international trade union action to improve conditions in less-developed countries; for joint action by both transport workers and authorities to banish hunger and sickness.

The President thanked Mr. Kunz and then called upon Mr. Schmidlin, Director of Industrial Services, Berne.

Mr. Schmidlin welcomed the Congress to Berne, a city of 165,000 inhabitants of whom 90,000 were women. Among other points of interest about the Swiss capital was the fact that it had been the first city in Switzerland to introduce the 44-hour week for transport workers. Berne's transport workers were also the best-paid in Switzerland.

The President thanked Mr. Schmidlin, and then called upon Bro. Leuenberger, President of the Swiss Federation of Trade Unions.

H. Leuenberger welcomed the I.T.F. Congress in the name of the Swiss Federation of Trade Unions, recalling the last I.T.F. Swiss Congress held in Zurich in 1946. He spoke of the pride of the Swiss people in having achieved peaceful collaboration and freedom in spite of the different language and cultural groups in the country, and emphasized the need for cooperation by the international trade union movement in the endeavour to bring about a united Europe.

One aim which the Swiss Federation of Trade Unions and the I.T.F. had in common was the reduction of working hours. So far, in Switzerland, they had achieved the 46- or 45-hour week in the most important industrial and commercial sectors, and it was hoped that many workers would soon be working a 44-hour week. The Swiss unions were also

having a tough fight with the employers in trying to reduce statutory working hours.

Transport coordination was a major problem in Switzerland. The trade unions were now attempting to get legislation introduced in this connexion and also for pipelines. He feared there was but little hope of the I.T.F. pipelines proposal being put into practice. He thanked the I.T.F. for its work for a European transport coordination policy. Transport coordination difficulties were a proof of the need for European unity. He regretted having to mention the Common Market and Free Trade Area split fostered by the French and German governments. He rejoiced at least over the solidarity shown by the unions of the European Regional Organization of the I.C.F.T.U.

Next he expressed good wishes to delegates from the United States of America in the coming Presidential elections. The Democratic candidate (i.e. President Kennedy) had shown a great understanding of European economic problems. The American delegates must realize, however, that the policies of the Republican administration, particularly those which Under-Secretary of State Dillon seemed to advocate, would end by seriously weakening the possibilities of cooperation in Europe. A tragic error, as it would weaken the possibility of aiding the under-developed countries of Africa, Asia and Latin America. Recent events in the Congo had shown how important was the task of providing the peoples of these countries with a sound knowledge of the social sciences and of the rôle of the trade unions. He was extremely glad that the I.T.F. had given this question such a prominent place on the Agenda of the Congress, for it was one of the biggest problems facing the international trade union movement just now.

The President thanked Brother Leuenberger and then went on to deliver his

PRESIDENTIAL ADDRESS

The President, Bro. Frank Cousins, began his address by welcoming to Berne in the name of the I.T.F. Executive Committee and General Council:

Veteran Guests of the I.T.F.: K. Weigl, A. Thaler, J. Brautigam, G. Joustra, L. Veenstra, J. Jarrigion and Miss Thérèse Asser;

Fraternal Delegates: J. H. Oldenbroek, General Secretary of the I.C.F.T.U., A. Graedel and C. Levinson of the I.M.F.; J. Poulsen of the Food & Drink Workers' International; Ch. Woerler of the I.G.F., St. Nedzynski of the P.T.T.I., Mr. Dunand of the I.L.O. and F. Bialas, from the Centre of Free Trade Unionists in Exile.

He then went on to speak of the long association of the I.T.F. with the Swiss Transport Workers' Federation. As long ago as 1921, Congress had been held in Geneva and contacts had been maintained throughout the difficult period between the two World Wars, and even during the Second World War. After the war the I.T.F. had held its first Congress in Zurich. At that time the emphasis was on rebuilding the international trade union movement and Switzerland, the seat of many

international organizations, including the International Labour Organization, and with a long-standing reputation in international affairs, was thus a most appropriate venue.

The President spoke of the prominence of many great Swiss trade unionists in the international movement and paid tribute to the work in this field of Bro. Robert Bratschi, former I.T.F. President and a member of its governing bodies for many years, and to Bro. Leuenberger, President of the Swiss Transport Workers' Union and now President of the Swiss Federation of Trade Unions, who had formerly been a member of the I.T.F. General Council.

The President then went on to contrast the situation of the I.T.F. at the time of the Zurich Congress with its position today. At that time the affiliated membership was approximately one and a half million; it now stood at over 7 millions. At that time 39 unions in 20 countries were represented, almost exclusively confined to Europe; today the I.T.F. membership came from 230 unions in 70 countries all over the world.

The President then paid tribute to the memory of those who had passed away during the previous two years:

A. Adamczyk, W. P. Allen, W. Backman, J. G. Baty, H. Both, J. Brannigan, C. Charissiades, G. Devaux, R. Grimm, K. Hamada, I. Haugen, H. Kageyama, L. J. W. Keller, G. Martelli, P. D'Mello, A. R. Mosher, H. Parry, P. Perrin, L. Rianza, Mrs. José Spirig, J. W. Stafford, K. O. Svendsen, P. Jensen and H. Jahn, former President of the I.T.F.

They had devoted their lives to the cause of the transport workers and the I.T.F. owed them a great deal.

The Congress stood in silent tribute to their late colleagues.

Regional Activities

The President then went on to speak of the growing emphasis which had been placed on Regional Activities during the previous two years in accordance with the decision of the last I.T.F. Congress that more attention should be paid towards helping the less-advanced regions of Africa, Asia and Latin America. An office in Africa had been opened, but unfortunately it had been necessary to close it temporarily. It would, however, be reopened as soon as circumstances permitted and activities extended in that region. The Mexican office, too, had had to be closed because of the unfortunate illness of Bro. Martínez. However, active consideration was at present being directed towards setting up a new office for the Latin American region.

During the past few years a great number of new affiliations had been recorded from these regions. Each new affiliation represented a challenge to the I.T.F. In many cases the financial return was small, but the I.T.F. intended to help these small unions as much as possible in order that they might increase their strength and improve their financial positions for the betterment of their own individual members.

The I.T.F. had been called upon to meet an increasing number of requests for assistance in dealing with industrial disputes during the past years. The President referred to the desperate struggle of the Tanganyika railwaymen to secure a limited increase in wage rates. Although the amount of money involved was small, the increase nevertheless represented a victory for the union and gratifying proof of the value of the support given them by the I.T.F. and the I.C.F.T.U. It was clear that other similar cases would arise during the coming years if the I.T.F. pursued its intention of helping young trade unions to assert themselves in their own localities. The Executive Committee recognized that these regional activities would play an increasingly important part in the work of the I.T.F. in the years ahead and that they would stretch the man-power resources of the I.T.F. to the limit. The job, however, was an essential one if the I.T.F. was to promote the development of free and democratic trade unions in these areas.

The President then paid tribute to Bro. Bob Coutts, former Director of Regional Affairs, who had since been elected President of his union, the American Train Dispatchers' Association. After Bro. Coutts' return to his own organization early in 1958 his job had been taken over by Bro. Pieter de Vries, who had done a tremendously good job of work. (Applause.)

The President then drew the attention of Congress to the Permanent Sub-Committee set up by the Executive Committee to give continuous attention to regional affairs. This body was faced with a number of problems other than those connected with the establishment of trade union organizations. In these areas there were a great number of existing ideological and political conflicts which had also to be faced. A new problem was the tendency towards Trade Union Continentalism apparent in some regions. In Africa and Latin America there were movements for international federations of trade unions limited to these respective continents and it had been suggested that such federations should adopt neutralist attitudes towards organizations such as the I.C.F.T.U. The I.T.F. had openly affirmed its belief that success in regional activities depended upon cooperation and close working between the Trade Secretariats and the I.C.F.T.U. Too often the efforts of individual Secretariats had proved inadequate to meet the enormous tasks involved.

Bro. Cousins then spoke with indignation of the massacre of Sharpeville and the apartheid policy of the South African government which reduced the non-white population to semi-slavery. The I.T.F. had already protested at the less favourable rates and conditions of service of non-white municipal transport employees and would willingly take any means to secure the rights of African peoples.

He regretted the postponement of the Asian Transport Workers' Conference proposed for Bandung in Indonesia, and hoped that it would be held in India. The Executive Committee realized the value of these contacts.

Sectional Work

In addition to regional activities there had been a rapid increase in sectional work. The President then spoke of the I.T.F. boycott of

flags-of-convenience shipping of December 1958. This, he said, had been a unique exercise in world-wide trade union solidarity. It had not resolved the problem completely, nor had it been expected to, since a full solution could only come from related government actions. Nevertheless, it had drawn the world's attention to the existence of this problem. It also gave the I.T.F. more publicity than it had ever had before and thousands of people who had never heard of flags-of-convenience shipping became aware of the menace it represented to the world's maritime industry and maritime countries.

The work of other sections had been less spectacular, but a great deal of work had nevertheless been put in on a number of detailed technical problems such as: civil liability of drivers; safety at sea; aircraft crew complement; pipelines; and inland navigation issues.

The President said that he would not describe all these activities in detail, but stressed the need for all affiliates to give the fullest possible information to I.T.F. Headquarters when seeking help. If the I.T.F. was to be able to do its job properly, it had to have a complete knowledge of all circumstances.

Background to I.T.F. Activities

Summing up, the President remarked that the two years since the Amsterdam Congress had been extremely busy and also extremely successful years, during which the Federation had continued its work of helping to establish free and democratic trade unions throughout the world, particularly in the underdeveloped areas. Referring to the division between the Six and the Outer Seven, he expressed his certainty that Congress would wish there to be no division between trade union colleagues of countries in either body.

He spoke of the need for additional income to enable the I.T.F. to continue its work, and, in view of the great pressure of work which preparations for Congress imposed on the Secretariat, mentioned the possibility of the Congress becoming triennial, instead of biennial, as at present, a question which would be discussed at a later stage.

Political confusion in the underdeveloped areas had often made the I.T.F.'s task extremely difficult, but the I.T.F. had to hold fast to the principles laid down in the Constitution which insisted that unions joining in the work of the I.T.F. had to be answerable only to their own members and not subject to the influence of outside bodies.

The President then expressed his good wishes and those of Congress to the General Secretary of the I.T.F., Omer Becu, on his appointment as General Secretary of the I.C.F.T.U., a great gain to the latter, but a great loss to the I.T.F. The I.T.F. would of course continue to cooperate as closely as ever with the I.C.F.T.U. Finally, he called for continued activity by I.T.F.-affiliated unions to enhance the reputation of the Federation. The I.T.F. was facing great problems but we could be reasonably confident of solving them. The principles of freedom, democracy and social equality would continue to guide us in all our work.

The Congress was then adjourned.

Wednesday, 20th July, 1960

Afternoon Session

The afternoon session was devoted to discussion of the Report on Activities.

The President pointed out that these activities included the question of the General Secretaryship of the I.T.F. Brother Becu had informed the Executive Committee by letter that he had been appointed General Secretary of the I.C.F.T.U. and that he had accepted the appointment. He therefore asked the Executive Committee to release him from his duties as General Secretary of the I.T.F. After having given consideration the Executive Committee had agreed to release Bro. Becu from his duties. Although they did this with some measure of regret they had to face the fact that Bro. Becu felt that he could better serve the international trade union movement at the I.C.F.T.U. rather than by remaining with the I.T.F. In recognition of Bro. Becu's great services over the past ten years the Executive Committee had decided to release him for his new duties as soon as possible. Since Bro. Becu had indicated that he would be taking these new duties up on the 1st August the I.T.F. would be without a General Secretary from that date.

According to Rule XI, Clause 2, of the I.T.F. Constitution, "The General Secretary shall be elected by the Congress." However, it was the considered view of the Executive Committee that on this occasion Congress should waive its right and instead leave it to the next meeting of the Executive Committee to appoint an Acting General Secretary to act until the next Congress although it was understood that this appointment should in no way influence the election of a new General Secretary. The reason of the Executive Committee in making this recommendation to Congress was not to usurp the authority of Congress but because it felt that if Congress were compelled to act now the choice of candidate for the post would be limited to those who had known of the vacancy and to those organizations who had sent delegates and felt themselves ready to make nominations. The Executive Committee felt that it was entitled to seek far afield for the best man for the job. In putting forward this recommendation on behalf of the Executive Committee the President pointed out that it was not necessary for Congress to decide straight away but that the decision might be left until the Report on Activities had finally been dealt with.

O. Becu said that it was with sadness and regret that he had come to the conclusion to tender his resignation as General Secretary of the I.T.F., a post which he had held for ten years since his election at the 1950 Congress at Stuttgart. That, however, had not been the beginning of his relationship with the I.T.F. which went back to 1930 when he had become an official in the international seafarers' movement. Directly or indirectly he had been connected with the I.T.F. for thirty years. He had served on the Executive Committee, been President, and all the time had been connected with the I.T.F. body and soul. He had started as a seafarer with the intention of serving seafarers but had later spread his interests to all sections of transport workers.

After referring to his long, close association with Bro. Oldenbroek, the former General Secretary of the I.T.F. and now retiring from the General Secretaryship of the I.C.F.T.U., Bro. Becu, himself a former President of the I.C.F.T.U., and also of the I.T.F. before taking over from Bro. Oldenbroek as General Secretary of the I.T.F., went on to pay tribute to the work of Bro. Oldenbroek in building up the I.C.F.T.U. into the huge powerful organization it is today.

Bro. Becu said that he had been approached a long time ago to replace Bro. Oldenbroek if the General Secretaryship of the I.C.F.T.U. became vacant. This was an open secret. But he had made it known then that the only position he was seeking was that which he already held, the General Secretaryship of the I.T.F. In 1950 when he had been asked to be considered as candidate to replace Bro. Oldenbroek at the I.T.F. he had passed many sleepless nights wondering whether he was the right man for the job. When he had decided to accept the position at the I.T.F. he had been determined to continue to serve the international transport workers as long as he gave satisfaction to the affiliated organizations. As late as April this year the Executive Committee had given him their opinion that he would better serve the international trade union movement by remaining with the I.T.F. and he had said that he would do all he could to continue serving the I.T.F. in this way. Since then, however, he had encountered more pressure, from the ad hoc committee set up to enquire into the structure of the I.C.F.T.U. whose members had put it to him unanimously that there was no other candidate than himself and that he could not ignore the appeal put by the Executive Board of the I.C.F.T.U. They had also put it to him that the I.T.F., important as it was and however great a rôle it played in the international trade union movement, was still only a section of the movement, and that the General Secretaryship of the I.C.F.T.U. was even more important than that of the I.T.F. This he had to admit was true. The I.T.F. was one of twenty existing I.T.Ss. associated with the overall body, the I.C.F.T.U. It had also been pointed out that if he was appointed to the General Secretaryship of the I.C.F.T.U. it would promote cooperation between that body and I.T.Ss. In his reply he had said that in his thirty years of association with the international trade union movement his only thought had been to serve the movement and that he would consider giving his services to the I.C.F.T.U. provided he had the confidence of the greatest number of its affiliated organizations.

Bro. Becu said that in all the past thirty years he had never been in the dilemma he had been in a few weeks ago. He was sorry if he had disappointed anyone but hoped to prove that he would be able to serve the transport workers in the I.C.F.T.U. no less than he would have done by remaining in the I.T.F. In concluding, Bro. Becu said that his one thought was to serve the workers of this world.

H. Hildebrand (German Transport & Public Service Workers' Union) requested on behalf of his union that the delegates to Congress should have an opportunity of discussing the Executive Committee's recommendation in connection with the General Secretaryship and that the question should be dealt with at tomorrow's plenary session. His delegation would also like to consider whether the question of the removal of the I.T.F. Headquarters was connected with that of appoint-

ing a new General Secretary. There was a proposal to remove I.T.F. Headquarters from London to the Continent and there was also an item on the agenda recommending that the interval between Congresses should be increased from two to three years. If these recommendations were accepted he would request delegates to consider the responsibility the Executive Committee was taking on itself in appointing an Acting General Secretary for a period which might be as long as three years. He wondered whether it would not be better to convene a meeting of the General Council after the Congress to consider whether, in spite of the difficulties involved, it would not be possible to find a man who might represent the I.T.F.'s interests with the same ability and energy that Omer Becu had brought to the task. In order that the Berne Congress should not be regarded as a Congress of surprises, Bro. Hildebrand requested that this question should be put down as a special item on the agenda for attention during the following days.

H. Ulrich (American Railway Labor Executives' Association) read the text of a resolution sponsored by his organization urging the Organization of American States to take strong effective measures against the dictatorial regime of the Dominican Republic including the collective severance of diplomatic relations and the institution of adequate political and economic sanctions and calling for a world-wide transport boycott against the Dominican Republic by all I.T.F.-affiliated organizations.

In explaining the resolution Bro. Ulrich pointed out that the I.C.F.T.U., the I.T.F. and the O.R.I.T. and all the associated I.T.Ss. and affiliated national centres had always opposed and condemned the Trujillo dictatorship for its cruelty, violation of trade union freedom, and suppression of liberty and human rights. An I.C.F.T.U. mission had visited the country and produced a report substantiating these charges and the I.L.O. Committee on Freedom of Association had decided to send a Committee to investigate but were not allowed to enter the country. The assassination of opposition leaders and widespread arrests in 1959 had so shocked world opinion that repeated demands had been made for breaking off diplomatic relations with the Trujillo regime. The A.F.L.-C.I.O. had adopted such a resolution in 1959 and at the end of the year the I.C.F.T.U. Convention adopted a resolution demanding complete isolation of the Trujillo dictatorship and urging effective boycott measures. This I.C.F.T.U. stand had encouraged free trade unionists in the country in their opposition to the regime and a number of Dominican trade unionists had recently escaped abroad and established contact with the I.C.F.T.U., the O.R.I.T. and other democratic labour groups in the Western Hemisphere.

The Organization of American States had recently strongly condemned the Trujillo dictatorship and this had been followed by a widespread demand for the application of concrete sanctions.

In a desperate move to ward off the approaching doom Trujillo had now legalized the Communist Party and entered into a sort of truce with Castro. The free labour movement had now to take the lead in the final battle against the tyrant. If we failed to act now we would give the Communists and other totalitarians the greatest propaganda weapon to be used against us. The I.T.F. was in a key position to take effective action against Trujillo.

On the 14th July the longshoremen of Puerto Rico had refused to unload a boat carrying a cargo from the Dominican Republic. A picket line was successfully established and hundreds of Dominican refugees joined citizens of Puerto Rico in this gesture. President George Meany, of the A.F.L.-C.I.O., had sent a telegram urging the boycott action as a demonstration of international labour solidarity. The boycott was hailed by newspapers throughout Latin America with tremendous satisfaction.

It was now essential for the I.T.F. to proclaim at its Congress a general transport boycott of shipping and goods to and from the Dominican Republic, recommending to its affiliated organizations the implementation of this boycott as soon as possible and in the best way at their command.

The President said that it was possible under the Constitution to introduce emergency resolutions during the Congress but the responsibility of deciding whether these should be examined by Congress lay with the Executive Committee. The resolution read out by Bro. Ulrich would be considered by the Executive Committee and he therefore recommended that Congress should not discuss the matter further for the moment.

J. S. Thore (Swedish Seamen's Union) said that although it had only been known for a short time that the General Secretary would be leaving the I.T.F. to go to the I.C.F.T.U. the name of Omer Becu had been discussed for a long time in I.C.F.T.U. circles in this connection. As recently as six weeks ago Bro. Becu had told him that there was no question of his leaving the I.T.F. in order to assume the office in the I.C.F.T.U. But today we were confronted with the fact that he was, after all, leaving the I.T.F. to go to the I.C.F.T.U. It was a very hard blow. The Scandinavian unions had confidently expected that Bro. Becu would remain with the I.T.F. and were pleased that he would continue and that there would be no changes. They had always worked so closely with Bro. Becu that they found it difficult to believe that he would ever be, or could ever be, replaced. It would not be easy to find anyone so well acquainted with Scandinavian questions. However, as it was, Congress would now have to choose a new General Secretary. Since it was such an important matter, Bro. Thore thought that it was strange that the Executive Committee should suggest that the matter be discussed at the beginning of the Congress. The Executive Committee proposed that they should be given the competence to nominate a General Secretary who would be a temporary office holder until the next Congress. He did not think it was the proper manner in which to proceed. He thought that the delegates should have a chance to express their opinions in the matter and that a space should be reserved at the end of the agenda for the discussion of this question. If the Executive Committee's suggestion were accepted delegates would leave the Congress not knowing who had been elected or how. It would be better to discuss this question objectively after due consideration. It should be dealt with under Item 12 at the end of the agenda.

P. Hall (Seafarers' International Union, U.S.A.) said that he understood that point which the President was making on the proposed resolution concerning Dominica but would nevertheless like to make

a few remarks on the subject. He felt that the resolution should be brought before the Conferences of the Seafarers' and Dockers' Sections because the proposed action would directly affect these two groups. Moreover, things that happened in Latin America and the Caribbean were often inter-related and it therefore seemed to him that the course he was suggesting would enable more time to be devoted to discussing the question in detail. In that way Congress would probably arrive at the best possible solution and also be able to give proper attention to the problems of all those who would be affected by any direct action.

The President said that the advice he had given was on the procedure to be followed. He pointed out that at the moment the resolution was not before Congress at all. If it were referred to Congress then, of course, Congress might decide how it was to be dealt with.

H. J. Kanne (Dutch Inland Transport Workers' Federation) said that his delegation considered that in dealing with the Report on Activities the great importance of the Panlibhon action should be emphasized. The boycott had been a proof of the fighting spirit of the I.T.F. It had both increased the prestige of the Federation and served the cause of the seafarers. Flag-of-convenience operators would think twice before underestimating the I.T.F. seafarers' organizations again. He wanted to pay a special tribute to the part which had been played by the dockers of Antwerp under very difficult circumstances after legal restrictions had prevented action being taken in the ports of Germany and Holland.

Bro. Kanne went on to say that he would like to welcome the affiliation of the U.S. International Longshoremen's Association and expressed the hope that through good team-work it would be possible to develop the Dockers' Section into a truly world-wide one.

As regards the question of coordination and integration of transport, his delegation would have more to say on this in the context of the resolution which it had submitted. This was aimed at a better coordination of the work of the I.T.F. in this field and he added that recently questions of coordination and integration within the framework of the Common Market had shown even more clearly the need for increased cooperation and discussion.

He wanted to emphasize that the I.T.F. had a tremendous task to carry out in the field of transport and that one of the most important of these was to aid the workers in the under-developed countries. It was precisely for that reason that his organization would welcome an improvement in the financial resources of the I.T.F. In conclusion he said that he regretted the departure of Bro. Becu, although he naturally realized that Bro. Becu would henceforth be able to develop his activities in a much broader field. He thought that this would lead to much closer cooperation between the I.C.F.T.U. and the I.T.F.

R. Dekeyzer (Belgian Transport Workers' Union) said that he came to the rostrum to speak on the Report on Activities not without certain misgivings. Those who like himself had long been connected with the I.T.F. knew how it had grown in stature and prestige in the last few years. They knew also how much it was indebted to Bro. Becu, and the knowledge of his impending departure threw a cloud over the

Federation's future. Bro. Dekeyzer said he could only hope that whoever succeeded him would manage in a short time to get the sun shining again.

Turning to the I.T.F.'s activities he noted with pleasure that the International Dockers' Programme had been revised. It was now up to the dockers to see that it was implemented and also that the port industry aspects of transport coordination were kept in mind in connexion with the European Economic Community and the Free Trade Area. In the maritime field the outstanding boycott action undertaken in collaboration with the dockers had shown the whole world the power of the I.T.F. Thanks to the I.T.F., three Conventions applying to fishermen had been won and he sincerely hoped that Congress would adopt a resolution requesting further I.L.O. action on behalf of these forgotten workers, including the setting up of an Ad Hoc Tripartite Committee on the lines recommended by the 1959 International Labour Conference.

Endorsing the General Secretary's view that the I.T.F. could look back on its work with satisfaction, Bro. Dekeyzer stressed, from personal experience, the importance of the Federation's ever increasing emphasis on regional activities. In this connexion he wished to refer to certain opinions he had on the trade union movement in the Congo. He and Bro. Major, General Secretary of the Belgian T.U.C., had laid the foundations for this movement during a visit to the Congo shortly after the war. Organization had not been easy: only registered unions had been tolerated, and committee members had had to have employer approval. However, they had managed to get restrictive laws changed and by the end of 1959 some 70,000 workers were organized in the F.G.T.B.-Congo with approximately the same number in the Catholic centre.

Last April they had returned to the Congo and handed over the F.G.T.B. to the Congolese, at the same time promising to continue subsidies to an amount of one and a half million Belgian francs per year. In talks with the Congolese they had found a desire to set up an all-embracing Transport Workers' Union. At present dockers and seafarers were badly organized owing to lack of funds. On the railways the situation was a little better and best organized of all were the workers on the rivers.

Wages in the Congo area were still very low—a docker could earn about 6 shillings or 80 cents a day when he could get work and there was no unemployment benefit for days he did not work. Notwithstanding what had since happened in the Congo the Belgian unions wanted the I.T.F. to do something there knowing that it would wish to do just that. A resolution affirming support for the African workers' struggle would be all very well, but he would like to ask Congress to agree in cooperation with the Congolese to send a trade unionist at I.T.F. expense for at least six months to help organize seafarers and dockers. If we did not fill this long-felt gap, then Communist-trained organizers from French Africa would.

This and all the other regional activities cost money, and for that reason he was happy to second the proposal made by the Executive Committee to raise affiliation fees. In this connexion he appealed to

the bigger unions not to try to soften this increase by reducing their paid-up membership. It was the I.T.F.'s task to do a great deal more in future with the emphasis on further work in the underdeveloped areas. The workers there simply could not wait another twenty years.

V. Conde (Avianca Civil Aviation Workers, Colombia) said he wanted to thank the President for having given him the floor on a day which meant a great deal to Colombians because it was the anniversary of their independence. For 150 years now the people of Colombia had tried to remain free and live in a democratic society.

He himself was speaking on behalf of a small organization of civil aviation ground staff which had only 4,760 members. His union had been helped a great deal by the I.T.F. and for that reason he sincerely regretted the resignation of Bro. Becu. They would have liked to have retained his services, and in particular wanted the I.T.F. to continue as at present. In Colombia they were hoping to organize many more transport workers, particularly railwaymen, river workers and motor drivers. But to do that it would be necessary to reopen the I.T.F. Latin American office and he was particularly glad to note the emphasis which had been placed on this in the Report on Regional Activities. In Latin America they were facing not only the problem of the Dominican Republic, to which reference had already been made, but also the very serious question of Cuba where it was difficult to be sure of the direction the government's policies were taking. There was also the danger of the growth of neutralist attitudes in the Latin American trade union movement. His own union had just refused an invitation to attend a conference favouring this line in Venezuela because it considered that its presence there would be incompatible with membership of the free trade union movement.

It was of the greatest importance that Congress should take note of the need for developing regional activities in countries like his own, because of the danger of communist infiltration. He wanted Congress to consider the special requirements of countries which were not sufficiently developed and needed the technical assistance and economic support of more highly industrialized nations to enable them to develop democratically.

In conclusion he expressed the hope that Congress would be able to find a worthy successor to Bro. Becu.

The **General Secretary** then announced the names of the *Credentials Committee*: S. J. Katungutu (Africa), Lee Ki Choll (Asia), R. Geldof (Belgium), W. J. P. Webber (Great Britain), G. Thevenet (France), H. Smuda (Germany), V. Conde (Latin America), Ch. Smith (North America), N. Wälläri (Scandinavia); and of the *Resolutions Committee*: M. Hellal (Africa); T. Yamada (Asia), F. Laurent (France), H. Hildebrand (Germany), C. W. Evans (Great Britain), E. Ulbrich (Austria), H. Alonso (Latin America), R. Laan Jr. (Netherlands), G. Weidenfors (Scandinavia), R. C. Coufts (United States), E. Haudenschild (Switzerland).

The Session was then adjourned

Thursday, 21st July, 1960

Morning Session

After the President had opened the session, the discussion on the Report on Activities was resumed.

N. Metslov (Estonian Seamen's Union) said that the Report on Activities showed that the I.T.F.'s struggle for the economic and social interests of transport workers was still meeting with many successes. His organization felt a sincere debt of gratitude to the Executive Committee and the I.T.F. Secretariat and, above all, to its General Secretary, Omer Becu. The success of these activities was also in great part due to the noble principles of freedom, international solidarity and democracy which had inspired them. It was insistence on these principles which gave the I.T.F. its greatness and strength.

During the past two years many people and millions of workers in the free world had won their freedom and we were proud that the I.T.F. and its affiliates had given them every possible help and was ready to go on doing so in the future. However, it would not be right to forget the millions of workers living under communist dictatorship, who could not even dream of having real freedom, genuine trade unions or the right to strike.

At the Stockholm Congress he himself had described conditions behind the Iron Curtain. At that time some delegates had doubted the truth of his account, but consequent revelations at the 20th Soviet Congress had shown the world what the Stalinist terror had been like.

It was true that in some respects the present regime in the Soviet Union was somewhat milder and less rigid, and he wished to give a practical example of this. Recently a small Swedish boat had been wrecked on the coast of Estonia and its crew had managed to get ashore. Although it had taken the Communist authorities three days to inform their families in Sweden that these men were safe, under Stalin, on the other hand, a humanitarian act like this would have taken at least three months, that is, if the unfortunate seamen had not disappeared altogether.

Although the Soviet regime was a little milder, it was completely wrong and dangerous for the free world to conclude that Russia had become a free and democratic country. We had always to keep in mind that, according to communist doctrine, the regime must be based entirely and without exception upon the dictatorship of one party. We should also always remember that in the long run the subtle propaganda and subversive activities of the communists could cause great damage to the free world and its trade unions. This applied particularly to the people of Asia and Africa who knew scarcely anything about the real face of communism. Such propaganda had to be countered with vigour and he felt that this could best be done by presenting to the free world and its workers a truthful picture of the situation in the communist countries. It was his opinion, however, that the information given should be perfectly factual and objective. If positive facts were found, they too had to be given.

He therefore wanted to suggest that the I.T.F., in cooperation with the I.C.F.T.U. and other trade union centres, should give proper attention to this task in the future. It was difficult to foresee how the present Soviet regime would develop, but there was no doubt that it was of vital importance to the whole world and to the workers of the whole world. They should therefore have full and accurate information about what was going on there.

Bro. Metslov went on to say that some of the older delegates might at earlier Congresses or I.L.O. Conferences have met trade union leaders from Estonia and other countries now occupied. Such men had, almost without exception, been liquidated and the unions for which they worked transformed into tools of the present regime. The Estonian Seamen's Union was doing its best to continue the old Estonian trade union traditions in the free world and was grateful for all the assistance and all the moral support given by the I.T.F. and its affiliates recently and in the past. The Union had its roots in the past, but, like every other trade union in the free world, worked in the present, its object being to defend the economic, social and trade union interests of its members. That was possible because a substantial number of Estonian seamen together with some other Estonian workers had succeeded in escaping and carrying on their work outside their own country. His organization was a small, symbolic link between the free world and those who lived in communist-ruled countries. Bro. Metslov believed that the I.T.F. and its affiliates would not refuse their solidarity to the millions of workers, among them those of Estonia, who were suffering under dictatorship but who would, one day, march side by side with us in the common struggle for a better future for mankind.

M. Couli Baly (fraternal delegate, Mali Federation of Labour) said he was grateful for the opportunity of being able to speak in the name of the workers of French-speaking Africa at this Congress, an international forum known throughout the world. He wished to mention a problem which particularly affected them. The previous speaker had referred to the cold war which was being carried on in Africa. The workers there were in danger and he had come to launch an appeal on their behalf. The workers of French-speaking Africa who had recently achieved their independence needed the support of the international trade union movement. He hoped that the I.C.F.T.U. and the I.T.S. would include Africa among their daily preoccupations. The workers there lacked leadership and could easily fall prey to communist organizations. They therefore needed the assistance of the larger trade union organizations of the old world.

Z. Barash (Israeli Seamen's Union) expressed appreciation of the services rendered by Bro. Becu. It was a source of pride that the I.T.F.'s General Secretary should be called upon to serve the international trade union movement on a wider basis and he wished him every success.

The Report on Activities was a significant document showing the tremendous work which the I.T.F. had done in many fields. The greatest importance should perhaps be attached to the initiative which the I.T.F. as part of the international trade union movement had taken in the young emergent countries for it was there after all that the battle for

democracy could be won or lost. He wanted to say a few words about the contribution made in this field by the movement of his own country. During the past few years increasing numbers of people in Asia and Africa had become interested in Israel's experience and had been to study it at first hand. They were, perhaps, attracted by the dynamic and democratic spirit in the country, the central position held by the Israeli labour movement and the successes achieved by co-operative initiative and experiments in public ownership. A recent seminar on cooperation attended by representatives of 17 Asian and African countries had been a resounding success and in view of the increasing demand Histadrut had now decided, in collaboration with the U.S. labour movement, to establish a permanent Labour Institute to further the aims to which we were all dedicated. The Israelis wanted to teach the general principles of cooperation and trade unionism but at the same time they realized that solutions to problems could not be mechanically transplanted from one country to another.

From its very inception the I.T.F. had stood for freedom and democracy and, in particular, for the right of the transport worker to the free and unhampered exercise of his profession, regardless of race, nationality or religion. It had been entirely unequivocal on this. However, we were still a long way from achieving these goals. He did not want to enter into Israel's specific problems in this connexion, because most delegates were familiar with them, but he pointed out that there were still arbitrary boycotts, blockades and blacklistings which were damaging to the interests of the I.T.F.'s membership and contrary to international law. So far we had not succeeded in implementing our resolutions on this question, but this should act as a spur to the I.T.F. to redouble its efforts to maintain freedom and, in particular, the freedom of the seas.

S. Greene (British National Union of Railwaymen) referred to the situation created by the resignation of the General Secretary. He said that one thing which had been learned from the past years was that it was not a good thing to run the I.T.F. without an Assistant General Secretary. If we had had one, then we would not be in the difficult position we were today. The British delegation had discussed this and had taken a close look at the Executive Committee's recommendation. They were not satisfied with this. It was quite clear that the Constitution provided for Congress to elect a General Secretary, and they did not feel that delegates could go away from Congress without knowing who would be in charge of the I.T.F. They therefore suggested that the present Executive Committee should have another look at the problem and make a recommendation to Congress. It was clearly the task of the old Executive Committee to do this, even if it only recommended a caretaker General Secretary. Moreover, if the Executive Committee recommended the appointment of an Assistant General Secretary, the person appointed might, or might not, be suitable to become General Secretary after two, or possibly, three years had elapsed.

The President said it would seem, from the acclamation he had just received, that the opinions expressed by Bro. Greene enjoyed a large measure of support. In this connexion he wished to underline the fact that there might perhaps have been some misunderstanding of his remarks on the first day due to faulty interpretation. It was plain

from the English record of the Session that he had not intended that a decision should be taken at once. There would be plenty of time for that in the further Plenary Sessions scheduled. Delegates could therefore be assured that there would be no attempt to rush them into making a decision on this most important question. He suggested that the British delegation should submit in writing to the Executive Committee their proposed amendment to the recommendation of the Executive Committee so that it could be considered.

J. H. Oldenbroek (fraternal delegate, I.C.F.T.U.) said that most delegates knew this would be the last time he would speak to them as General Secretary of the I.C.F.T.U. He had been before the I.T.F. Congress many times. In fact, since 1919 he had attended every Congress but two, but this would be his last public appearance.

Some speakers, including the President, Bro. Bratschi and the General Secretary, had made very kind references to himself and he much appreciated that. He had always been to I.T.F. Congresses knowing that he would see there old friends and new faces as well as those who had played their part in the long history of this organization. Sometimes one became a little afraid that this fraternity would not continue, that new people would come in with new ideas and who would be unaware of the I.T.F.'s traditions. But that had not happened yet. In the I.T.F. it had always been possible to bridge the difference in age and experience.

It was always an easy task to come to the I.T.F. because there was no hostility and jealousy between the I.C.F.T.U. and the I.T.F. The two organizations cooperated in order to achieve something positive irrespective of the person in charge.

Some speakers had referred to regional activities and he would like to say that there was no organization with which the I.C.F.T.U. could work so smoothly in this field as with the I.T.F. The problem, however, was not only one of cooperation between the I.C.F.T.U. and the I.T.Ss. There was a more serious one, namely the desire of some national centres to carry out regional activities in addition to the I.C.F.T.U. and sometimes opposed to it. Unless Bro. Becu could solve this problem, he would have a hard job.

Apart from the I.T.F. many I.T.Ss. had much to do in expanding their activities in the underdeveloped countries about which we were so concerned. Unless that work was carried out in complete harmony between the various parts of the international trade union movement it was bound to fail. The greatest danger in all these areas was corruption. We should concentrate on setting up democratic trade unions which could do their job. We should not subsidize individuals.

Bro. Oldenbroek went on to say that he hardly needed to add that we are going through a very difficult period for the democratic forces of the world. That should be a reason for us to stand together because cooperation between the democratic forces often left a lot to be desired. We were not responsible for the actions of governments but we suffered from their policies if they went wrong. Therefore we should fight for greater influence on such policies, strengthen our organizations, including those in the underdeveloped countries. However, we still had a problem of organization in the industrial countries, particularly of organ-

izing non-manual workers, whose numbers were constantly increasing. Too little attention had been paid to this aspect, although the last Executive Board of the I.C.F.T.U. had taken it up.

In general he felt that we should try to learn from each other. If one country were more successful we should try to find out why and to adopt some of its methods. By so doing we would achieve quicker results.

He had heard some interesting points in the discussion on the Report. The U.S. delegate, for example, wanted to boycott the regime in Dominica. This was a fine idea and it was in fact already being done. There were different ways of carrying it out. For instance the German unions had succeeded in persuading their government not to buy any more sugar from the Dominican Republic. Embargoes were sometimes difficult, but they were also sometimes necessary. He had been convinced of this ever since the South African boycott, which, although it had not immediately forced the hand of the South Africa government, had succeeded in so damaging its economic position that even members of that government were now saying that something must be done to improve the position of the African workers. Increases in wages were not enough, however. African workers must be given equal opportunities and equal education so that they could rise to the top.

Turning to political issues, Bro. Oldenbroek said that all of us were sad at the failure of the Summit Conference, but that the trade union movement had to keep up its pressure for a successful conference. We were left guessing at the reason for the failure because we did not have full information, particularly from behind the Iron Curtain. Part of our difficulty was that we were dealing with a partner who did not play the game according to the rules. We would have to overcome that. It was primarily the task of governments, but the trade union movement should also have the right to play a bigger part and have greater influence with governments. In this connexion he reminded Congress that at the recent I.M.C.O. Conference the I.T.F. had not been allowed to attend. It was incredible that the seafarers of the world should not be represented at such a meeting and we should do something about it.

The Foreign Minister of Spain who had been decorated by Hitler had recently been to London to get British support for Spain's entry into N.A.T.O. The I.C.F.T.U. had tried to oppose this move but had found only one government which would support it and even that one was under constant pressure to change its views. Consequently the Executive Board had made it clear that if this sort of thing continued the I.C.F.T.U. would withdraw from official international bodies like the O.E.E.C. which had allowed Spain to become a member. He knew that the I.T.F. would support this.

Bro. Oldenbroek also drew attention to the fact that there was a wave of reaction among employers. Negotiations lasted too long and produced too little despite the fact that our productive resources were such that we could produce more and improve the lot of the workers. He believed that it should be possible to make much bigger steps in countries where the 40-hour week was not applied. It was largely a question of adaptation.

In conclusion he wished the I.T.F. Congress the best possible results and was certain that cooperation between the I.T.F. and the I.C.F.T.U. would continue as heretofore.

A. H. Vizcáino (Spanish Democratic Railwaymen's Union) recalled the work of Bros. Trifón Gómez, Antonio Pérez and León Riaza.

He thanked Bro. Oldenbroek for his references to Spain and put forward a resolution condemning the oppressive actions of the Spanish Government against the freedom of speech and thought of the Spanish people, actions which had included the imprisonment of, among others, the trade unionists Villegas, Salgado and Amat; condemning the economic oppression of the Spanish workers under the stabilization programme introduced by the Franco regime following Spain's entry into the O.E.E.C. and resulting in much enforced emigration in search of work; calling on trade union organizations, particularly those of transport workers, to work to compel democratic governments to withdraw their support from any organization of which Spain was a member; and expressing sympathy for the Spanish people and a deep desire for the restoration of freedom in Spain.

P. Hall (U.S. Seafarers' International Union) said he wished to support the proposition put forward by the British delegation. He too thought that the present Executive Committee should make a recommendation, so that delegates would have an opportunity of knowing who would be General Secretary before leaving Congress. The S.I.U.'s reasoning on this was a simple one. The I.T.F. was the oldest international labour group in the world, having represented the interests of dockers and seafarers since 1896 and those of other transport groups since 1898. Since 1896 it had done a tremendous amount of good. Reference had been made to the original grand old man of the I.T.F., Charles Lindley, and also to the modern grand old man, Edo Fimmen. From his point of view, however, he felt that however glorious the past of the I.T.F. had been, Bro. Becu, during his ten years of office, had done nothing but add to that record, particularly in the maritime field, dealing with the new and difficult problems which had arisen in that industry. He thought that that was because Omer Becu had always been a fighter, a man of principle. He was as staunch an anti-communist as he had been an anti-Nazi and Bro. Hall considered that he had contributed the most brilliant pages in the I.T.F. record.

We regretted to see him go, but the I.T.F.'s loss was certainly the I.C.F.T.U.'s gain. It was a tough job he was going to, but it would be easier for him because of his flexibility allied to strength of purpose.

On the British proposal he wanted to reiterate that he believed this Executive Committee could get together and find some sort of caretaker government. The next two years were going to be a most difficult period, particularly in the maritime industry, and for that reason he stressed that a decision should be made by the Executive Committee. It was after all our life they were talking about, and he had every confidence in the world in them and in their ability to find a solution.

M. Hoda (All-India Railwaymen's Federation) greeted the Congress on behalf of his Federation, one of the I.T.F.'s oldest Asian affiliates and one regrettably unable hitherto to be represented at its Congresses

owing to lack of funds. He praised the work of the I.T.F. in the less-advanced regions, and went on to speak of the recent strike action in India by 1.2 million railway workers and 1 million central government employees in support of a demand for a fair minimum wage unanimously recommended by the Fifteenth Indian Labour Conference and commensurate with the rising cost of living in the country. The demand had been rejected by the Indian government on the ground of economic crises and the needs of the second Five Year Plan and the strike was declared illegal by government ordinance. He asked Congress to support a resolution sympathizing with the railway workers in their claim and calling upon the Indian government to repeal its anti-strike legislation.

The greatest problems of the Indian workers were the multiplicity of trade unions which resulted in divisions and rivalry among the workers; and the lack of modern methods of production, and he called for the assistance of the international trade union movement in introducing these methods into Indian industry.

P. Felce (French Transport Workers' Federation) said that he was opposed to the Executive Committee proposal for the appointment of an interim General Secretary. Such an appointment might be regarded as a "regency"—the work of the holder being limited in time and in scope. History had shown that such regencies were in general not successful. It was recognized that a crucial period lay ahead, and a strong man with full powers was needed at the head of the I.T.F. In the case of an interim General Secretary the choice would lie between an active younger man and a wise and experienced man nearing the end of his active career who would occupy the post for two or three years until the election by the next Congress of a strong and active person. But if a man could be found to do the job for two or three years, why should he not do it for longer? Why place an arbitrary restriction on his authority which would prevent him dealing properly with long-term issues? It would not be easy to replace Bro. Becu, who had been a great General Secretary of the I.T.F. and it was hoped would be an equally great General Secretary of the I.C.F.T.U., but, like all General Secretaries of whatever organization, one might think of him as irreplaceable only so long as he had not actually been replaced. A man capable of being the future General Secretary of the I.T.F. could be found, and must be found, by the present Congress, which must have full confidence in him and give him full powers to do his job properly, just as Becu had been able to do it properly.

He urged the need for the Constitution to remain inviolate. Recalling the earlier amendment at the London Congress of 1954 to the rule relating to the composition of the Executive Committee, he said that while amendments were sometimes essential, the 1954 action should not be used to establish a precedent. The Constitution provided for the Congress, and not the Executive Committee or any other body, to elect the General Secretary and the present Congress must perform this duty.

H. Alonso (Argentinian Locomotivemen) greeted the Congress on behalf of the Argentinian Locomotivemen's Union, La Fraternidad. Speaking of the difficulties of replacing Bro. Omer Becu, he considered that the future of the I.T.F. demanded that the terms of its Constitution be observed. Bro. Becu's achievements would make him hard to replace,

but it was not an impossibility. He hoped for his continued cooperation with the I.T.F. and wished him every success in his new post. He spoke of the urgent need for the I.T.F. to develop its activities in the countries of Latin America, regretting the enforced closure of the Regional Office in Mexico. He congratulated Bro. Houke on the work already done from Uruguay but, in view of the important place that Latin American developments must assume in the I.T.F.'s expanding programme of activities, it was, he thought, absolutely essential to have at least two or three people working there in order to give the area the full attention it deserved.

He regretted the postponement of the Latin American Conference, originally to have been held in Peru, and urged that an I.T.F. Latin American Regional Conference should soon be held.

He further pressed for vigorous action by all workers against the anti-trade-union activities carried on by dictatorial and militaristic governments, such as those of Franco and Trujillo.

J. Curran (National Maritime Union of America) said that he had intended to discuss the problems of "runaway ships" and the deterioration of wages and hours in the maritime industry, but felt that he should make some comments on the resignation of the General Secretary, Bro. Becu. He reaffirmed the words of Bro. Hall on the great loss to the I.T.F., and went on to express his agreement with Bro. Felce on the question of indispensability. It must be, indeed it would have to be, possible to find someone who could give the I.T.F. the leadership it had had from Omer Becu. As a comparatively new member of the Executive, he had at first been inclined to agree that there did not appear to be anyone immediately available and he had therefore supported the E.C. recommendation to Congress to waive Congress rules and authorize the incoming Executive Committee to appoint a caretaker until the next Congress. However, after listening to the discussions that had taken place in Plenary Session he now thought that either the Executive should look for somebody to lead the I.T.F. in the next two years and put this recommendation to the present Congress, or else Congress must elect a permanent General Secretary. It would not do for delegates to leave Congress not knowing who was going to occupy this vital post.

Referring to Bro. Oldenbroek's remarks about our lack of knowledge of what was happening in the Iron Curtain countries, he stated that from observations during his own recent visit to Russia the Russians had a well mapped-out programme aimed at the destruction of our institutions and that they did not lack the resources to carry it out.

He regretted that the I.C.F.T.U. had had to take for their leadership men like Omer Becu who had led the I.T.F. so brilliantly. He found it unfortunate that more attention had not been paid to the question of secondary leadership. That should be a lesson to us. We should ensure that in future there would be someone able to step into the General Secretary's shoes, so that we would not be placed in this position again.

A. Kummernuss (German Transport and Public Service Workers' Union) did not think it would be possible to find someone either that day or within the next ten days who could step into Omer Becu's shoes.

Most delegates seemed to share that opinion. At the same time, however, he and the German delegation firmly believed that it was Congress and not the Executive Committee or the General Council which had to elect the General Secretary. Congress should not allow itself to be deprived of this prerogative.

The German delegation had discussed the situation very carefully and as a result wanted to submit a resolution on the subject at this stage, in view of the fact that there was no Plenary Session for two days whereas the Resolutions Committee would be meeting on the following day. In discussions with other delegations he had gained the impression that this proposal would secure a majority. It proposed a temporary solution which would enable the work of the Secretariat—but not of the General Secretary—to be carried out jointly by the three Section Secretaries, who would be required to submit a report to the President at least once a month. The General Council would also meet in six months' time to receive a joint report from the three Secretaries and at least once per year thereafter. At the beginning of the next Congress an oral report would be submitted to the General Council on both factual and personal matters, and the 27th Congress would thereafter elect a new General Secretary.

Bro. Kummernuss pointed out that, by putting the President in charge, this would ensure that there would be proper co-ordination and help to avoid the possibility of mistakes being made. He further suggested that, in view of the existing situation, the proposals to transfer the Headquarters and to extend the period between Congresses should not be proceeded with. A further point which he wished to make was that the future General Secretary of the I.T.F. need not be one of the three Section Secretaries who, in the proposal, would carry on the work of the I.T.F. Secretariat for the next two years. Finally he suggested that, in view of the expense involved in convening the General Council, affiliates should agree, during this period, to meet their members' expenses. He did not expect the proposal to be accepted 100 per cent but asked delegates to give it very careful consideration and to remember that it was designed to enable the work of the I.T.F. to be carried on.

The President said that delegates had now heard the views and resolutions on the subject and asked whether Congress was agreeable to the resolutions being placed before the Executive Committee.

This was unanimously accepted.

T. Dunand (International Labour Office) extended the fraternal greetings of the I.L.O., its Director General and all of those who dealt with transport matters within the organization. He paid a tribute to the work of both Bros. Becu and Oldenbroek and went on to refer to the constant collaboration between the I.L.O. and the I.T.F. Within the I.L.O. they had a number of bodies such as the Joint Maritime Committee, the Maritime Sessions of the International Labour Conference, the Inland Transport Committee and the various Expert Committees set up to deal with transport matters. The frequency of their meetings depended on I.L.O. resources, but the Governing Body tried to establish a balance between the various industries. Referring to the transport meetings scheduled by the I.L.O. in the next two years Mr. Dunand said that I.T.F. collaboration in these meetings was always of great value to the I.L.O. He asked Congress to remember that, whatever the

frequency or duration of these meetings, their practical results depended on the interest of the participants.

Following a number of announcements, the Session was then adjourned.

Saturday, 23rd July, 1960

Morning Session

After the President had opened the Session, the discussion on the Report on Activities was resumed.

R. A. Santoso (Indonesian Railwaymen's Union) greeted Congress on behalf of his organization, a young affiliate, which had only joined the I.T.F. in September 1959. He expressed regret at Bro. Becu's resignation from the I.T.F., and hoped that an equally wise and capable person would be found to succeed him.

He went on to praise the work of the I.T.F. in the underdeveloped countries and stressed the need for even greater efforts against colonialism and racist oppression. In this connexion he pointed out that, according to the Financial Report, the amount spent in grants to Asian unions was some 2.5% of the total for the European, Asian and African territories. He emphasized that it was not monetary aid that was most required, but that the Regional Office must decide on the amount needed after consultation with affiliated organizations.

He supported Bro. Dekeyzer's suggestion that more attention should be paid to the Afro-Asian territories. The basis for a free trade union movement was "freedom, equality and democracy"—the principles outlined in I.L.O. Convention 87, and he asked what was the attitude and what were the obligations of the I.T.F. in respect of any ratifying government not carrying out the Convention stipulations.

All fighters for trade union freedom condemned and fought against Communist influence. Since 1950 his own union has set up a social welfare service, death and accident insurance schemes, co-operatives and clinics. The Union's membership had increased rapidly as its reputation grew, while that of the Communist organizations had diminished.

His union had a number of resolutions to put forward for the serious consideration of the I.T.F., including freedom of association, co-operation among I.T.F. affiliates, the peaceful uses of atomic energy and the establishment of an I.T.F. education centre in Asia. It felt particularly the need for closer co-operation between affiliated organizations.

W. J. P. Webber (Great Britain, Transport Salaries Staffs' Association) then presented the reports of the Credentials Committee.*

A. G. de Castro (Brazil, National Confederation of Land Transport Workers) said that there was no need for him to stress the importance of the agenda item on the reduction of working hours. In Brazilian inland transport they were at present working the 8-hour day and, in view of the mental and physical strain involved for transport workers, they had made a number of attempts to reduce hours of work without any reduction in wages. They believed that the best solution to the problem could be found, not in the five-day forty-hour week, but in the introduction of a 6-hour day without prejudice to existing weekly rest periods.

* See page 263.

In this connexion he pointed to statistics indicating that the majority of accidents occurred at the completion of 8 hours' duty or after it. Also to be borne in mind was the increased strain of operating more complex modern vehicles.

He therefore proposed that Congress should adopt a resolution providing for the conclusion of agreements establishing a 6-hour day without reduction in take-home pay.

W. Mikkelsen (German Railwaymen's Union) wished to draw Congress's attention to the social and economic effects of pipelines especially on railways and inland navigation. In view of the higher calorific value of oil, a complete change-over from coal to oil would in itself result in the railways and inland waterways losing about 40% of the volume of traffic in fuels. It had been estimated in 1957 that coal production would increase by almost 25% by 1970 but so far there had actually been a reduction. Coal transport by rail and water had gone down by 19% between 1957 and 1959 while oil transport had increased by 29%. The increasing use of oil meant that it would become a more important item in railway and inland waterways traffic than at present. Pipelines were going to be a serious source of competition for both carriers. It was not known yet how much had been lost by construction of pipelines between Rotterdam, Wilhelmshaven and Cologne. In 1958 Germany imported 4 million tons of oil via Rotterdam and this would now be lost to the inland waterways. The new refinery at Strasbourg and the pipeline from Marseilles would also cause loss of traffic by water from Amsterdam. This and the displacement of refineries from North Sea ports to inland centres might mean the laying up of 70 large tankers. Inevitably it would be the smaller tankers which would be affected, but which would continue to operate at ruinous rates and increase pressure on the railways to lower their rates. Transport by water was already as cheap as a third or a quarter of railway rates. Nor would it always be possible for the railways to recoup their losses by means of increased distribution services from the new refineries. Bro. Mikkelsen stressed that increased competition was to be expected in the future and that time was against us. It was cheaper to construct a pipeline today than it would be tomorrow. By sinking capital in the construction of pipelines now the companies could assure themselves of very high returns on that capital in the future. They had thus every incentive to speed up the rate of construction. In the case of the classical carriers, however, wages played such an important part that their costs would increase. It was not enough for the trade unions to insist on taxes on pipelines, concessions, etc. We should envisage comprehensive co-ordination, taking full account of rates and investments. The economic repercussions should be studied in the Common Market and Free Trade Area countries. In this connexion he underlined that the responsible authorities were awaiting such studies from the trade unions. That gave us our chance. The I.T.F. should act as a co-ordinating body in this field and he urgently appealed to the Secretariat to take up this task without delay so that it would no longer be necessary to grope around in the dark.

H. Wada (All-Japan Seamen's Union) expressed his appreciation of the effective work done by the I.T.F. for Japanese transport workers and went on to pay tribute to Bro. Becu who had many true friends in

Japan as well as a rare grasp of the complicated trade union situation existing there. They were sorry to see him leave the I.T.F. and hoped that his successor would have the same attitude as himself towards the less-developed areas.

He was gratified that the I.T.F. was now going to organize a Second Asian Transport Workers' Conference. He was convinced that this would be of great importance to its work there. Bro. Wada stressed that I.T.F. activities in the less-developed areas required a tremendous amount of money and for that reason the All-Japan Seamen's Union supported the proposal to increase affiliation fees and would fulfil their obligations if it were adopted.

On the problem of flags-of-convenience, Bro. Wada said that in Asia they faced difficulties because of the many unemployed and unorganized seafarers there who were willing to work for low wages. Nevertheless his own union had succeeded in concluding an agreement based on I.T.F. policy and making shipowners pay contributions to the seamen's welfare fund.

He informed Congress that after a very hard struggle his union had now succeeded in having introduced a pension scheme providing for £100 per annum on retirement, or in the event of premature retirement owing to illness after 20 years of service. The scheme was non-contributory. It owed a lot also to I.T.F. solidarity and he mentioned particularly the assistance received from British, American, Dutch and Norwegian seamen's unions.

Finally, he wanted to say a few words about the political situation in Japan. The recent disturbances there had been exaggerated abroad. Japanese democracy was not yet fully developed, but was nevertheless making considerable progress. Free trade unionists, as well as the great majority of the nation, had not taken any part in violence. Japanese trade unionists were pledged to fight against any form of totalitarianism and would continue that fight in the future.

F. H. Hall (Canada, Railway Labor Executives' Association) said that first of all he would like to say a few words about the Newfoundland loggers' dispute (p. 41 of the Report on Activities). The right to organize had existed in Canada for 60 years. In Newfoundland, which had become part of Canada in comparatively recent years, loggers' rates and conditions were deplorable compared with those in other parts of the country. The International Woodworkers' Union had undertaken their organization. A Conciliation Board, set up in accordance with Newfoundland legislation, had recommended a modest wage increase. The Premier of Newfoundland had, however, enacted a law outlawing the union, and had set up a new organization headed by "stooges". This legislation could have been disallowed by the Federal Government, but, in spite of the urging of the Canadian Labour Congress, it did not do so. This deplorable incident proved that there was no room for complacency. It was not only in South Africa, India and Tanganyika, but even in the older democracies, that such things could happen.

The impression might have been given during earlier sessions that the primary reason for the Congress being held was the election of persons to office. This was indeed an important subject, but he felt, as

he was sure others did, that the chief justification and reason for Congress's existence was to help their fellow trade unionists to achieve their rights and fight persecution, and indeed to assist all the teeming millions of the less-privileged countries to free themselves from subjection and exploitation. We of the freer economies had already achieved the right to organize and bargain collectively and to go on strike if necessary, although these rights had not been won without struggle, persecution and sacrifice. Those who had carried on in those painful days would appreciate fully the problems outlined by the Indian and Indonesian delegates in Plenary Session and by the Tanganyikan colleague at the Railwaymen's Section Conference. The achievement of higher wages and standards was the surest way of achieving economic advancement. Any government that thought otherwise, that economic status could be enhanced by depressed wages and poor working conditions, was suffering from a severe condition of self-deception. Surely, too, it was significant that the countries now enjoying the greatest prosperity were those where the fruits of free collective bargaining had resulted in relatively high wages and good working conditions for labour. Many of our problems, serious as they were, faded into insignificance when compared with the problems of our fellow workers in the under-privileged countries. It was surely elementary that, if we were to have peace and harmony throughout the world, we would have to help these workers to an enjoyment of a substantial part of the fruit of their labours and encourage their dedication to the principles of the labour movement. The world was, in the last analysis, one and indivisible, and if its problems were not solved, they would destroy us all and our way of life. Far away as they might be, the problems of the workers of India, Indonesia, the Caribbean, Africa, Asia, Cuba and indeed anywhere where there was exploitation and oppression, were our problems too.

The resolutions submitted by our colleagues from India, Indonesia and Japan deserved wholehearted endorsement. It should be remembered that people who had nothing might not be able to distinguish the real meanings of ideologies. They could not always perceive the harsh reality of Communism in practice, and sometimes they even confused the idea of democracy with imperialism. Our chief justification for existing today was to promote the cause of freedom and raise the economic and social status of workers everywhere in a world where everyone was everyone else's neighbour.

S. J. Katungutu (Tanganyika Railway African Union) expressed his pleasure at being able to attend the I.T.F. Congress, and went on to speak of the recent strike action by the Tanganyika railwaymen, begun on 8 February 1960, in support of a claim for 7.75 shillings per day minimum wage and the establishment of a commission of enquiry to study wages, working hours, overtime, housing, grading and promotion. The strike lasted nearly three months, ending successfully on 30 April 1960. The length of the struggle was due to the fact that railway services in Kenya and Uganda, the two other territories which come under the East African High Commission, had been running normally; that European and Asian workers had been employed to do the work normally done by the striking Africans; and that all three governments had had to agree on the terms for settlement of the strike. He thanked the I.T.F. and the I.C.F.T.U. for their tremendous assist-

ance, in particular Bros. P. de Vries of the I.T.F. and J. Millard and C. Purvis of the I.C.F.T.U., and spoke also of the wonderful spirit of the African strikers who had been without strike pay for three months and of the African public in boycotting the transport services.

He went on to speak of the poor grading position held by the Africans compared with the Europeans and Asians and requested the I.T.F. to arrange a meeting with the Colonial Secretary to discuss their problems.

Tanganyika would be independent soon, and at the next Congress delegates would see the Tanganyika flag hanging in the Congress Hall. He was disappointed to see only two African delegates at the Congress, and called for a change in the policy of the I.T.F. and the I.C.F.T.U. towards the African continent. The aim of the Africans was to free the whole of the continent by 1963. In their eyes there was no difference between colonialism and communism. They wished only to be free and get organized in their own way and according to their own ideas.

A. A. Di Santo (Argentinian Locomotivemen) said that he wished to speak on the oppression of the working class in Argentina. The Argentine unions found themselves in a difficult situation because they were fully aware of their serious responsibilities. They knew that they would profit from the peaceful settlement of their claims, that direct action on the other hand would endanger the entire existence of a labour movement which had been built up with such great efforts. They wanted also to contribute to the strength of their country's economy on which, after all, their living depended. They thought that one way of doing this was to give workers a greater share in the management of industry. It was the duty of the Argentinian railwaymen to see that the Argentine railway network did not fall into private hands. The telephone operators had gained a clause in their agreement providing for co-management, the tramwaymen also. The strikes of the petroleum workers and refrigeration workers early in 1959 had had the same aim. The trade unions were having a hard fight for wage cost-of-living adjustments and to compel the employers to respect the provisions of the recent pensions legislation (primarily brought about by the strike actions of La Fraternidad during the years 1957-8-9). The present atmosphere in the country was not conducive to harmonious negotiations. He called for the help of the I.T.F. in bringing about the abrogation of the anti-trade union legislation of 1948 providing for the mobilization of railway personnel. Under this vicious law workers could be sent to prison for two years merely for asserting their natural rights. The Argentine government also had under discussion legislation which it was thought would weaken the workers' right to strike. He read out the text of resolutions passed at the last Congress of his union, opposing this legislation and calling for a 15-minute strike on 15 July 1960. In the event of the arrest of locomotive personnel, the leaders of the union would consider the appropriate action to be taken.

B. Majumder (National Union of Seamen of India) said that the growing awareness in the I.T.F. of the importance of regional activities was very encouraging, and was a tribute to the work of the General Secretary, Omer Becu. Much of the credit for the rapid expansion of the Indian seamen's union, whose membership was lively, active

and paying, was due to the I.T.F. In its 4 years of existence the Union had succeeded in organizing 22,000 out of the total 23,000 seamen sailing out of Calcutta. The saying that inferior conditions anywhere were a threat to superior conditions everywhere was particularly true of the less-advanced regions. The prevailing conditions in Africa and Asia could represent a threat to democratic institutions everywhere. The I.T.F., he said, would have to rededicate itself to the task of helping trade union development and activity in the less-advanced regions. It had already shown its sincere intentions in this field under the leadership of Omer Becu. He hoped that the new General Secretary would continue this work, and that Bro. Becu's advice and experience would continue to be available to the I.T.F.

V. Conde (Avianca Civil Aviation Workers, Colombia) reported that he had received a telegram from his union informing him that the situation in their dispute with the employers over a wage claim was rapidly deteriorating and it was likely that strike action would be taken. He would therefore like Congress to adopt a resolution pledging the I.T.F.'s support of the "Avianca" workers and asking the General Secretary to write in these terms to the President of Colombia, the Minister of Labour and the General Manager of the Avianca Co. The resolution also asked the I.T.F., in the event of a strike, to organize a boycott of Avianca aircraft in the United States, France, Germany and Peru, and also to send a statement to the leaders of the other Colombian workers.

The President said that this appeared to be a matter of urgency, and asked Congress if they agreed that the resolution should be submitted to the Executive Committee.

This was agreed.

F. Taboada Alegre (Motor Workers' Federation of Peru) said that his organization was a very recent member of the I.T.F. It had existed for 39 years prior to entering the I.T.F. and had made great social advances which placed it at the head of his country's trade union movement. Its leaders had always dedicated themselves to the fight for the rights of the workers, and as recently as 1950 the General Secretary had been murdered by the dictatorship which then existed in Peru for having defended trade union liberty. The workers of his country had suffered under totalitarian oppression and were therefore strongly opposed to the military dictatorships in Dominica and Spain. He also hoped that the I.T.F. would go on record as opposed to the repressive regime in Paraguay which was threatening democracy in America.

Bro. Taboada then paid tribute to the magnificent work of the I.T.F. in Latin America through its representatives, Bros. Trifón Gómez, Lorenzo Martínez and Robert Houke, but said that this work should be intensified because there were still many transport workers in Latin America outside the I.T.F. and many who were not organized at all. The Latin American regional office should be re-opened and an Inter-American Transport Workers' Conference should be held as soon as possible. He said that his union would be glad to welcome such a conference in Lima.

Bro. Taboada went on to pay tribute to the magnificent work of the General Secretary, Omer Becu. It was an honour for the I.T.F. that he had been chosen to be General Secretary of the I.C.F.T.U. Congress should elect a successor, in accordance with the Constitution. He concluded by hoping that his proposals, which would help the I.T.F. in its work in Latin America, would be accepted.

M. Hellal (Tunisian Railwaymen's Federation) Brought greetings from all the Tunisian workers. It was the third time that the Tunisians had been represented at an I.T.F. Congress. In that time his union, together with the rest of organized labour in Tunisia, had been engaged in the bitter struggle to free his country from Colonialist oppression. Now, he represented a strong union in an independent country. He wanted to emphasize, particularly for the benefit of the I.T.F.'s most recent affiliates, how much the disinterested help of the I.T.F. had meant to the Tunisian workers in their struggle for freedom which had the sympathy of all the free workers of the world, including the French workers. He wanted to pay tribute to the Executive Committee and Omer Becu for their help in securing the liberation of their trade union leaders and for giving aid when it was needed. They were proud to be members of the I.T.F. and they wanted to help in carrying out its objectives as laid down in the preamble to the Constitution.

The I.T.F.'s task was a very great one which had to be conducted on many fronts, defending the workers' social and economic interests, fighting for the restoration of abrogated civil liberties and the destruction of dictatorships. But it had also to play its part in the defence of world peace. The Summit Conference and the disarmament conference had failed, but not all nations were committed to one or other of the great power blocs. Some only wanted to improve their economic and social position. They wanted aid, and did not mind where it came from. We should make sure that it came from the free world, because there was a great danger of communism spreading in the countries under colonial domination or just emerging into independence. Tunisia, while fighting against French colonial oppression, had affirmed its belief in the principles of the democratic countries in the West. But the free world had to take care not to drive the colonial peoples towards Communism. He quoted the lessons of South Africa, the Congo and Algeria, and asked the I.T.F. to work now to save Africa from further carnage and devastation. He asked for a Committee of delegates from Africa, Belgium, France and England to make proposals on how the I.T.F. could stop the march of Communism in Africa.

P. Hall (Seafarers' International Union of North America) drew the attention of Congress to page 64 of the Report on Activities: the report of the meeting of an I.T.F. delegation consisting of Bros. Becu, White and Einar Johansen (I.T.F. Trustee in New York) with United States legislators on the subject of Panlibhonco shipping. Bro. Hall pointed out that at a meeting of the Special Seafarers' Section in London prior to these discussions it had been agreed to hold a meeting of the Fair Practices Committee in America at the same time as the governmental meetings. The American unions had undertaken to defray half the expenses of the European delegates, because this was a very important issue, closely watched throughout the world. Suddenly, this Fair Practices Committee meeting had been called off and the

Executive Committee had decided instead to send this three-man delegation. If they had felt that no meeting was necessary, they should not have sent this delegation. Bro. Hall said that he had nothing against the members of the delegation themselves. He had already expressed his opinion of Bro. Becu; Lawrence White he had the greatest confidence in. He had a full knowledge of the industry and was completely fair and open-minded. Einar Johansen was a good sailor and a good leader of the Norwegian Seamen's Union. It was a high-handed action. The Executive Committee must have authority to make decisions, but the American unions should have been properly notified. The question of Panlibhonco shipping was the most crucial issue facing seafarers all over the world today. U.S. unions had tied up 170 flag-of-convenience ships; they had done what some of the European unions had been unable to do. And these people, for whom the issue was a bread and butter one, had been ignored. The three-man delegation should not have been sent in this manner. How could these three men, for all their merits and abilities, have known how to proceed when dealing with the legislators of Washington? He had been unable to protest sooner because he had been unable to attend the previous Executive Committee meeting. If any other I.T.F. Section, the railwaymen, for example, had been faced with such a menace to its members, and then found itself having its decision over-ruled by a body on which it was not represented—for at that time the American Seafarers had not been represented on the I.T.F. Executive—he suggested that they would lose their tempers, just as the American seafarers had lost theirs because of the way they had been treated on this occasion. The Executive Committee were men of integrity, but they had acted very stupidly, and he asked the Executive Committee to make sure that such a thing did not happen again.

Bro. Hall then turned to the question of I.T.F. representation in North America. He said that the I.T.F. Trustee in New York, Einar Johansen, was a good man for Norwegian seafarers, but was not familiar with the problems of North America. People were inclined to think of him as the accredited I.T.F. representative for North America. If money was the problem, he was sure that the North American group would be able to solve that issue. But they wanted someone who was familiar with the North American scene and who could speak with authority from the I.T.F. Thanks to the boycott action, which the American unions had done so much to make successful, the I.T.F. label was valuable. It was extraordinary that the American unions could not make use of it. They needed an I.T.F. representative, even if it were only a maritime one, and if the Executive Committee wanted to do the right thing they would settle it before the end of Congress.

In South America the Communist Party was gaining ground, particularly in Cuba and Venezuela. The I.T.F. had great prestige there and the I.T.F. Latin American Conference should be open to all affiliates, particularly maritime and waterfront affiliates. There was also the question of Dominica to be dealt with. A conference of maritime affiliates would act as a tremendous stimulus in the fight against communism in the area. Lack of money must not be allowed to stand in the way. He wanted the Executive Committee to give this proposal its consideration.

M. A. Khatib (Pakistan Transport Workers' Federation) offered his congratulations to the General Secretary on the excellent Report on Activities, and went on to give a general picture of the position of transport workers in Asia and particularly in Pakistan. He spoke of the Asian Transport Workers' Conference in Tokyo in 1955 and said that his organization would participate in the coming one in Bombay. The transport workers' union in Pakistan was militant and well-organized, and played an important part internationally by participating in I.T.F. Conferences and other activities. He cited the Italian Seafarers' strike in June 1959, when both dockers' and seamen's unions held up a ship in Karachi. He also spoke of past cooperation between seamen's unions in India and Pakistan. He then described the benefits obtained for seamen. They had obtained an increase of 13½ Rs. per month out of which 1½ Rs. went to a special welfare fund. This was the first such fund for seafarers in the history of the sub-continent. His organization was also grateful to the I.T.F. for its generous grants for seamen's welfare. The port and dock workers of Karachi had obtained an increase of 14½% of which 2% went to a welfare fund. There was a scheme before the Government for decasualization in the ports of Karachi and Chittagong. The dispute between the railwaymen's unions and the Railway Board had been referred to an Industrial Court. The General Secretary of the railwaymen's union had paid a visit to Australia at the invitation of the Australian Railwaymen's Union. Bro. Khatib said that the Government of Pakistan was about to introduce legislation governing the conditions of road transport workers. The Pakistan Transport Workers' Federation was also devoting considerable attention to programmes of workers' education. He was glad the I.T.F. was alive to the need for helping weaker unions in the less-developed countries and was doing all it could in this respect. He concluded by thanking Bro. Becu for the assistance he had given to the Transport Workers of Pakistan.

A. Osman (United Arab Republic, Mercantile Navy Staff Syndicate) brought greetings and best wishes to the Congress and associated himself with the tributes to Bro. Becu expressed by earlier speakers. He appreciated the genuine desire of the I.T.F. to cooperate with the trade unions of the less-developed countries of Asia, Africa and Latin America, and especially urged Congress to assist the African workers and protest against the colonialism still depriving many peoples of their national sovereignty.

The Session was then adjourned.

Monday, 25th July, 1960

Morning Session

In opening the Session, **The President** pointed out that the list of speakers on the *Report on Activities* would be closed at 9.30. He then extended on behalf of Congress the warmest birthday greetings to Bros. R. C. Coutts and P. de Vries, the former and the present I.T.F. Directors of Regional Affairs. He also thanked, on behalf of the delegates, Bro. H. Düby, the General Secretary and President of the Swiss Railwaymen's Union, for the previous day's excursion to the Gornergrat, which he felt many delegates would regard as one of the most enjoyable they had ever experienced.

The General Secretary announced that the Plenary Session scheduled for Tuesday afternoon would, unfortunately, have to be cancelled because of the holding of the Fisherman's Section Conference. A cablegram had been received from Bro. F. Gmür of the P.T.T.I. regretting that he was unable to attend and wishing the Congress all success in its deliberations. A letter had also been received from Bro. P. Alvares, General Secretary of the All India Railwaymen's Federation stating that the strike called in the early hours of 12 July had been called off on 16 July. More than one million workers in Indian railways, post and telegraph services and other government departments had participated in spite of the fact that there had been 15,000 arrests and the Government had imposed the severest sanctions, including the threat of loss of employment, on those taking part in the strike.

N. Walläri (Finnish Seamen's Union): said that he had been asked by many delegates about the split in the Finnish trade union movement. The reason for this was the same as in many other countries: Communist infiltration. He thought that the experience of his countrymen might help trade unionists in other countries to avoid making the same mistakes. In Finland, the communists were very strong, mainly because of the extensive common frontier with the Soviet Union which made Finland practically into a border State. After the war, which came to an end with the Armistice in September 1944, it would have been possible for Russia to occupy Finland without serious difficulty at any time. Many people were afraid that the Soviet Union would sooner or later occupy Finland and this had led to many people joining the Communist Party in 1944 and 1945, not only workers but also many reactionaries and former Fascists. The communists had 50 deputies out of the 200 in the Finnish Parliament. Their political strength was naturally reflected in their strength in the trade union movement. However, they had not a majority among the organized workers. The majority in most trade unions consisted of those who usually followed the lead of the Social Democratic Party. However, because of the communist threat some former Social Democrats had sought to increase their influence by joining the communists. Immediately after the general strike in 1956, a social democrat opposition group had tried to capture the Party and the leaders of the Trade Union Confederation had joined this opposition group. After their failure to capture the Party, this group had formed its own party but, being unable to command any mass support, it had since tended to cooperate with

the communists. In view of this state of affairs, many unions refused to support the Trade Union Confederation because they thought it was against the principles of the trade union movement to help elements seeking to overthrow the Democratic Labour Party. The Finnish Seamen's Union had refused to pay dues to the Trade Union Confederation and many other trade unions took the same line, including the road transport workers, pilots and dockers. After several years, however, several unions re-applied for affiliation to the T.U.C. because they thought there was now a chance of influencing its policies for the good. However, in February 1960 the social democrat opposition members of the Executive Committee of the T.U.C. had made common cause with the communists and refused to accept these unions in the T.U.C. The communists had only three seats on the Executive Committee but the former social democrat opposition group had five seats, making eight altogether. The non-communists on the T.U.C. Executive Committee had only seven members and were thus in a minority. After the refusal of the T.U.C. Executive Committee to re-admit four national unions, the President of the T.U.C. resigned and as a result more than a dozen national trade unions had declared that unless the T.U.C. revised its attitude they would also consider leaving the Confederation. In the autumn the T.U.C. and the Finnish labour movement as a whole would thus be faced with certain crucial decisions. The united front of communists and fellow travellers in the T.U.C. had already begun to purge officials and replace them with communists. One national union, the Agricultural Workers, had already engaged two communists to organize communist branches throughout the country. The situation in the Finnish trade union movement was thus extremely serious.

People abroad often thought that the fellow-travellers were more radical than the Social Democrats. This was not the case. They consistently supported the right wing agrarian government which, although it was unfriendly to labour, had the confidence of the Soviet Union. Their wage policy was far from active, which could be seen from the fact that although the cost of living had risen by 28% since 1956, unions in the T.U.C. had gained wage increases of only 11%. Against this cut in real wages there was the successful record of unions outside the T.U.C., e.g., the seamen's union who had secured an increase of 32% in average earnings in the same period. The printing workers, also outside the T.U.C., had also secured higher wages.

The situation was critical but the seafarers, for example, were 100% solid and there was no communist influence among the pilots and dockforemen. There was close cooperation between the transport workers and the dockers and road transport workers had joined forces in April. The communist reply had been to found a rival union, but, with the help of the I.T.F., the transport workers' union had been able to consolidate its position.

The Scandinavian unions were anxious about the development of trade unionism in Finland but the speaker thought that sooner or later the Finnish T.U.C. would have to make a clear choice between freedom and communism. Many Finnish trade unions had already taken an anti-communist line, and there was every hope of a promising development in the future. The transport workers were in a position to compete

with the communists, but help would be needed for those whose position was not so strong.

Dr. H. Gschwind (President of the Swiss Federal Railways) extended warmest greetings to delegates on behalf of the railway management and pointed out that the good pay and conditions enjoyed by Swiss railwaymen did not mean that there were no differences between the trade unions and management. The Swiss railwaymen's relatively high standard of living depended on high productivity. The Swiss Federal Railways was a European enterprise largely engaged in the transit of goods between Switzerland's neighbours. Switzerland was in a fortunate position because there was no competition between railways and inland waterways. The two worked in conjunction. The problem of competition between road and rail, on the other hand, had still not been effectively solved. Open war between the two means of transport would solve nothing. Cooperation, on which Europe's future prosperity depended, was particularly important in transport. Transport was by its nature international and it was therefore the task of the transport workers to do everything they could to secure the utmost cooperation and coordination, not only between the different countries, but also between the different sectors of transport, road, rail and inland waterways. It was also the duty of the transport workers to assist the peoples of the so-called underdeveloped countries to solve their problems and thus help to establish peace and prosperity in all nations.

O. P. Pathak (East African Railway Asian Union) gave an account of the situation on the railways of Kenya. It was a sad fact that the railway unions were divided on racial lines: European, Asian and African. Up to 1954 there had been separate racial pay structures, but after that a so-called non-racial structure was introduced. However, this still gave Europeans an additional allowance on basic salaries—known as inducement pay. His union had protested against this, but without success. Their protest had, however, resulted in some improvements for Asians and Africans in that certain higher posts had been opened to them.

Asians were in a difficult situation in Kenya. They were accepted by neither the Europeans nor the Africans. Nevertheless they were trying to bridge the gap between the races, although unfortunately there was still distrust among the unions. Leadership which could win the confidence of all communities was lacking.

In the recent railway strike against a European supervisor, the Asians had again been caught between the two other racial groups representing, on the one hand, the majority and, on the other, authority. He paid tribute to the help received from the I.T.F. in this difficult situation particularly from Bro. de Vries who had handled the situation most ably. They had accepted the advice given by Bro. de Vries, and later by the General Secretary, to reach a closer understanding with the other unions and his union had invited representatives of the other unions to a joint meeting. Unfortunately, the Africans had not turned up and they had been reluctant to meet the Europeans unless the Africans were present.

He was glad of Bro. Katungutu's assurance that the dreadful happenings in the Congo would not be repeated in Tanganyika, but

it was nevertheless often stated that Asians and Europeans would have to give up their jobs. This did not seem to be proper trade union practice. He did not think we should destroy the flowers in someone else's garden because we had not got them in ours. We should learn to grow them in our own garden, and better if possible.

Admittedly Africa belonged to the Africans, but what about those of other races who had been born and brought up there? Any kind of domination—whether white, brown or black, was deplorable. We should try to bury the past and seek mutual understanding.

In this connexion he appealed to the I.T.F. to devote more attention to its affiliates in Kenya. It could help in bringing about better relations between them, particularly if it opened an office in Kenya for a time.

Referring to communism, he said that it was socialist in theory, capitalist in practice and dictatorial in administration. He thought that we were somewhat responsible for its growth. We gave it too much free publicity. We should talk less about it, think more and do something constructive to check the seeds of its evil.

M. O'Neill (Irish Transport and General Workers' Union) greeted the Congress on behalf of his union and expressed its special sympathy and support for the delegates representing peoples struggling to achieve political and social independence. His own people had been subject to foreign domination for over 700 years and had never ceased to fight for their right to freedom. Every generation had brought forth brave men prepared to make the supreme sacrifice in this most noble cause. In the end these strivings had met with a considerable measure of success. It was not always possible to divorce political questions from industrial and trade union problems. The history of his own union was not merely that of the fight for the economic emancipation of the Irish workers, but also that of a people's struggle for social and political independence. The union's General Secretary at the time of the Easter Rising, James Connolly, had been one of the signatories of the proclamation of the free and independent Irish Republic. For his part in the Rising he was later to suffer the supreme penalty. He mentioned these battles long ago not out of any spirit of bitterness but in order to demonstrate that the sympathies he had expressed for those who were striving to be free were not just empty words. He thanked the trade union movement, particularly the British Trade Unions, for their help to the workers of Ireland.

The Irish people were absolutely true to democratic principles and Ireland, although by no means a wealthy country, had never been tempted to flirt with communism or any other kind of dictatorship.

Irish trade unionists regretted the departure of Bro. Becu. They were deeply grateful for the service he had rendered them and wished him success in his new position.

M. Petroulis (Pan-Hellenic Seafarers' Federation) began by thanking on behalf of the Greek delegation the Swiss Reception Committee and the Swiss Unions for their wonderful hospitality. Turning to the Report on Activities, he said that it clearly showed the rich and creative activity developed by the I.T.F. It had, however, been particularly

effective in the campaign against flags of convenience. The four-day boycott of December 1958 had focused world attention on the problem and taught the shipowners a salutary lesson. He also wanted to pay tribute to the U.S. unions who had added new strength and impetus to this struggle.

The results of the campaign had been truly remarkable so far as Greece was concerned. Many flag-of-convenience vessels had been returned to the Greek registry and their merchant fleet now totalled 5½ million gross tons as against 1,800,000 tons in 1958. About 650 of these ships now belonged to the Greek social security scheme for seafarers, giving their crews medical and unemployment benefits and old age and survivors' pensions.

Difficulties concerning trade union jurisdiction had hampered the conclusion of agreements on wages and working conditions, but now that these had been ironed out advances could be expected in this field also. His union was also interested in policing the implementation of the agreements and in combating unfair labour practices on board ship. To this end, they were proposing to appoint representatives in the major foreign ports, who would work in cooperation with other affiliates.

Under the enlightened leadership of Bro. Becu the I.T.F. had developed into one of the strongest international trade union organizations. They regretted that he was leaving, but were sure that his work in the I.C.F.T.U. would be just as creative as with the I.T.F.

A. Khalil (Aden General Port Workers' Union) outlined the development of the Aden trade union movement. As a result of I.C.F.T.U. assistance they had been able to form the General Port Workers' Union in 1958, with a membership of 3,500, and this had affiliated with the I.T.F. in early 1959. Although the Aden movement was young it had already achieved outstanding successes. Stevedores worked a 48-hour week and shore workers worked 45 hours. Dockers were now paid time-and-a-half for Saturday work and double rates on Sundays and Public Holidays. Wages in Aden had doubled since 1955 and excellent annual leave provisions had been introduced, giving dockers a minimum 21 days' holiday a year in addition to Public Holidays. The dockers were now seeking a 40-hour week and hoped for I.T.F. support in this.

Owing to their preoccupation with the formation of national trade union federations—including an all-embracing federation of transport workers—his union had been unable to submit their resolutions in time but hoped that the Executive Committee would consider these.

Dock workers and others in Aden were hampered by the Essential Services' Ordinance and Bro. Khalil read the text of a draft resolution protesting against the restrictions it placed on the right to strike. The Aden movement was also struggling against colonial rule and for the unification of the Yemen and its association with other Arab countries. In that struggle a number of their leaders had been banished or imprisoned. He asked Congress to adopt a resolution calling for their release. He also hoped that Congress would support a demand for the removal of British military and naval bases in Aden and the Arabian Peninsula.

Finally, he wanted to express his regret that Bro. Becu was leaving and to support the British delegation's view that his successor should be made known before Congress ended.

The General Secretary, in his reply to the discussion on the Report on Activities, said that once again he was able to record continued growth and progress during the past two years. The I.T.F. was continuing to spread its influence over the world and increase its membership. At the end of 1957 the total number of affiliated unions had been 190 from 60 different countries. The present Report put the number at 220 (from 69 countries) and, in the six months since the end of 1959, the Executive Committee had approved the affiliation of 26 more, making a total of 246 unions from 72 countries. This remarkable development was a promising sign of things to come. The prestige of the I.T.F. continued to spread and penetrate all the world's free democratic nations, and this was due to the unrelenting efforts of all those who worked for the I.T.F. in different regions, such as Joe Soares in Asia and R. Houke in Latin America, but, above all, to the practical assistance which the I.T.F. had lent on so many occasions to affiliated and even to non-affiliated unions. Regional Activities had a whole chapter for themselves in the Report on Activities. However, one had also to take account of Sectional Activities which had been extremely rich in experience and concrete successes. If proof were required, they were proof of what the international movement could achieve provided there was a minimum of solidarity and a certain degree of perseverance. There was not a single section which had not been involved in a major action in one continent or another throughout the world.

It would take too long—scarcely less than a day—just to give a detailed picture of the struggles in which affiliates had been engaged and of the occasions on which the I.T.F. had come forward with assistance and support. If he were to go into details, the General Secretary said, and start giving illustrations, it would thrill delegates and take them back to their pioneering days when everything had still to be fought for. These events had strengthened the resolve of all those who had been engaged in the midst of them and prepared them for greater battles ahead. The I.T.F. had to go on fighting everywhere where it came across economic exploitation and where men were denied decent human standards. It was dedicated to a relentless pursuance of our common cause, the fight for social justice, freedom, human rights and human dignity.

Many speakers had expressed gratitude for the I.T.F.'s assistance. There was no need for them to be grateful. To give help to those in need was the very purpose for which the I.T.F. had been created. It was its sole reason for existence. And, although the I.T.F. could congratulate itself on living up to its spirit of solidarity, there had, it was true, been some signs of shortcoming, moments when it had seemed that not every possible effort was being made, signs of a lack of comprehension. But there was always room for more efficiency and greater cooperation. And if these improvements came about, there would be achievements never before dreamt of. The I.T.F. had been dealing with industrial conflicts of far-reaching importance, events in the mainstream of political, social and economic life. If the I.T.F. used its powers intelligently it could prove a determining factor in increasing

prosperity, in defending freedom and democracy against all onslaughts and establishing durable peace in the world.

It was difficult not to say a few words about the major struggles. He was particularly proud to speak of that golden chapter in I.T.F. history—the general boycott of flags-of-convenience shipping, which had been a unique demonstration of the power of the I.T.F. Never before had there been such an exercise in labour solidarity. With the exception of a few countries, where circumstances had been against us, the boycott had worked like clockwork for four days. In one port one ship had been caught by a margin of five minutes. Special tribute was due to the American seafarers and longshoremen who had taken the lion's share. Everybody had, no doubt, been delighted by Bro. Paul Hall's account of this. However, he regretted that Bro. Hall had thought it necessary to bring in a dark cloud with his reference to the Executive Committee's decision on the Washington government conference. He thought that this matter had been cleared up, either in New York or at a meeting of the Fair Practices Committee, a Seafarers' Section Meeting or a meeting of the Executive Committee. He wished to assure Bro. Hall that the Executive Committee had had the best of intentions that there had been no wish to exclude anybody, but that their only desire had been to bring home to governments the position of seafarers within the I.T.F.

The General Secretary went on to speak of the Uruguayan port strike at the beginning of 1959, when the government had intervened by sending in troops as strike-breakers. Although the union concerned was not an affiliate of the I.T.F., the I.T.F. intervened and within 24 hours the government had withdrawn the troops and an agreement had been concluded to which the I.T.F. was a party. There had also been the strike in East Africa by thousands of African railwaymen who had fought on for three months at the risk of dying from starvation and against tremendous odds and blacklegging by Asians and Europeans. In civil aviation there was a major struggle going on with S.A.S. concerning the future livelihood of certain flight staff categories, a matter which had important implications for the entire civil aviation industry. There had been the great Indian port strike when 100,000 men came out and the bitter struggle of Indian and Pakistani seamen. And there had been the Newfoundland loggers' dispute to which Bro. F. Hall had referred, and the public employees' strike in India. In sectional work there had been a tremendous amount of work done by the affiliated organizations and also at I.T.F. headquarters. In this connexion he wished, now that he was leaving, to pay a high tribute to the spirit of devotion shown by the staff. He would leave it to Bro. P. de Vries to deal with the question of Regional Activities which represented one of our major tasks today and on which all available resources had to be concentrated. He hoped that delegates would take an active part in the discussion on these highly important problems.

Turning to the dictatorships in such countries as the Dominican Republic, Paraguay, Spain and that now developing in Cuba, the General Secretary asked if it was necessary to express once again our abhorrence of this social and political evil. If they had the means to do it, the combined forces of the I.C.F.T.U. and the I.T.Ss. would most certainly not hesitate to destroy these evils. Unfortunately they had

not the means. It would perhaps have been different if the workers of the world had not been as divided as in fact they were, against their will, on an ideological basis. No trade union movement aimed more at unity among the workers than ours, but it was unthinkable that we could ally ourselves with unions dominated by governments and who were only servants of a ruling clique. He hoped that the Christian unions would one day emerge from their splendid isolation. Bro. Oldenbroek had referred to the flirting of democratic governments with dictatorships. The time had come to put a stop to this paradox and we had to make it clear once and for all that we would oppose such overtures in all institutions where we had any influence.

Referring to the call to boycott goods to and from the Dominican Republic, the General Secretary reminded delegates of the number of calls which had been made on the solidarity of dockers during the last years and the hard tests to which they had been put. There was a limit to the demands one could put on one group. If we did not face reality we might soon be expecting them to be out on one boycott strike for most of the year. Before making these unreasonable demands it was necessary to see if this burden could not be shared by other unions and groups of workers.

The biggest danger today was totalitarianism. There was a very real danger in the keenness of so many to visit Iron Curtain countries. Although many undoubtedly went out of curiosity, the more inexperienced might well be deceived. In a democracy it was impossible to forbid such visits, but one could express a serious warning. It would have been interesting to have heard more from Bro. J. Curran about his experiences in Wonderland. He had, however, last week summed up for Congress the brutal truth of the reality we had to face, that the Russians had a well-wrapped programme for the destruction of democratic institutions and had the resources to do it. Curran's objectivity was a lesson for those still with illusions. It was impossible to be a neutralist today because our whole way of life was at stake. Bro. Conde had drawn attention to the neutralist attitude of many Latin American unions. In keeping away from us they could not help but serve totalitarian forces. He expressed surprise that the Venezuelans had recently allowed themselves to be duped into inviting the W.F.T.U. to a neutralist conference held there and expecting I.T.F. affiliates to attend.

In our efforts to contain this threat of communism we could not limit ourselves to proclaiming ourselves "anti" or "pro" anything. A practical approach was called for to abolish hunger and poverty and thus prevent the communists from realizing their plans for world domination.

In replying to those speakers who had asked for I.T.F. cooperation and assistance, the General Secretary referred to Bro. P. Hall's request for the reopening of the New York office and for the appointment of full-time representatives in America, to Bro. Hellal's request for I.T.F. assistance in preventing African surrender to communism, and to Bro. Santoso's words on the social and economic problems in Indonesia. In reply to Bro. Katungutu he said we were not deaf to the emancipation of African workers. If only two Africans were here today it was not the fault of the Executive Committee who had done

everything to facilitate the journey of representatives from Africa, as they had done in Bro. Katungutu's case. It was to be hoped that there would be a better attendance from Africa next time. He sympathized with Bro. di Santo in his anxiety in regard to a possible collapse of the Argentine trade union movement. He also referred to Bro. Conde's remarks on the situation of civil aviation workers in Colombia, to Bro. Wada's account of the situation facing Japanese seafarers and to Bro. Dekeyzer's remarks on the situation in the Congo. In replying to Bro. Pathak's request that the I.T.F. should open an office in East Africa, the General Secretary said how regrettable it was that there should be differences between the African and Asian railwaymen. The best solution would be if they could create one unified organization. He had great respect for Bro. Pathak's qualities as a leader and for the members of his union, and he knew that these problems were not insoluble. There was more to bring these parties together than to divide them. Referring to Bro. Khalil's resolutions, he suggested that Bro. Khalil should give him authority to refer them to the Executive Committee for consideration.

Turning to his decision to leave the I.T.F. the General Secretary said that it had been no pleasure for him to do what he had done. He had been on the Executive Committee since 1946 and altogether had been associated with the I.T.F. for the past 30 years, body and soul. It was a sacrifice to take on this new and complicated job at his age. His future was full of danger. He might be breaking his neck. In the I.T.F. he had at least a little standing and prestige. He would work for coordination between the I.C.F.T.U. and the I.T.S., including the I.T.F. Some people resented what he had done, and the people who resented it were his best friends. He wished to assume all responsibility for his action. It was his own decision. Kind references had been made to his services to the movement during the last 10 years. He wished to assure everybody that he had never done anything but his duty since he had been elected. Nobody could say that he had not worked with determination to assist those for whom the I.T.F. existed. He was proud and happy that he had been given that opportunity.

The President asked Congress to adopt the report.

Congress agreed to adopt the report.

F. Bialas (International Centre of Free Trade Unionists in Exile) brought fraternal greetings from his organization. They were grateful for all that the I.T.F. had done for them. Although communism in the countries of Central and Eastern Europe had destroyed democratic trade unionism, it had not destroyed the ideals of the people, and revolts had broken out time and again. In putting down these revolts with great bloodshed and terror the communist regimes had badly damaged their cause in the eyes of the world. And resistance was building up all the time in less spectacular ways. The communist governments would never be able to remain in power were it not for the support of the Soviet Army, for they had no real popular support. The Russian leader who spoke so strongly in favour of the right of subject peoples to self-determination should start with his own satellite peoples who had been enslaved since 1945. There was no real hope for peace in the world until subject peoples were freed. Bro. Bialas said that in this

sense trade union ends could not be divorced from political objectives, and he hoped that the I.T.F. would continue to work for social justice in a context of individual and collective freedom.

J. Jarrigion (Guest of Honour) said that for an octogenarian who lived a hermit existence in the mountains, even if he did still think a lot about trade union matters, it was both presumptuous and difficult to speak before an important international audience like this. Nevertheless, he would like to extend fraternal greetings to the traditional affiliates of the I.T.F., to those who were working in exile or underground, to those once prevented from affiliating who had now returned, and especially to those organizations unknown to him from former days—of which he had counted more than 40. He was, however, a little sad at not being able to greet unions that had once been represented at I.T.F. Congresses before the war but were now unable to be with us.

As one of the only surviving members of the inter-war Executive Committee he was glad to see that the task conceived during the I.T.F.'s childhood and adolescence was still being carried on and further developed. The I.T.F. had always fought for liberty against every form of dictatorship and the best proof of the past success of its struggle lay in the fact that many unions then unable to be with us were now back again. That fight was still continuing on behalf of oppressed peoples and we should persevere in it and never allow ourselves to become discouraged.

The I.T.F. and its affiliates had also a special task to carry out in connexion with the competition which existed between the various forms of transport. The anarchy which resulted should be relegated to the limbo of capitalism. The I.T.F. should continue to fight for equitable conditions and decent living conditions for transport workers within the framework of social progress generally. A coordinated transport system should provide the basis for their conditions to be constantly adapted to the benefits of social and scientific progress. For the leadership and administration of the I.T.F. these tasks demanded ever-wider knowledge, constant vigilance, farsightedness, decisiveness and the necessary financial and material resources.

In conclusion, Bro. Jarrigion said that he had noted from his own experience that although governments were extremely punctilious when drawing up diplomatic texts, they were quite the opposite when it came to interpreting or applying laws or collective agreements regulating labour conditions. Lethargy on the part of trade unions encouraged that attitude and that was why he was so pleased to see that the I.T.F. had developed into such a dynamic organization capable of securing real social reforms. The work of Congress would aid that progress.

The President then called upon the General Secretary to introduce the Financial Report for 1958 and 1959.*

The General Secretary drew the attention of Congress to the healthy repercussions of the introduction of the new flat rate affiliation fee of 5d. per member per annum. This new rate had only been effective for one of the years under review, but income had increased considerably. Another happy event was that expenditure had remained at its strict minimum, being almost the same as in the previous year. The overall

* See page 123.

picture was however not so rosy. There had been increased expenditure on regional activities and the Edo Fimmen Free Trade Union Fund showed a deficit of approximately £2,600. The position was not likely to improve, in view of the need to give more aid to unions in the developing countries. This task must receive our foremost attention and take priority above all else, if we were to put into practice our dearest slogan: "The strong must help the weak".

The President said that there would be a later opportunity to discuss the overall financial position during the discussion on affiliation fees (Agenda Item 11).

Congress then adopted the Financial Report.

The Session was then adjourned.

Tuesday, 26th July, 1960

Morning Session

The President in opening the Session, indicated that the discussion would be on Agenda Item 8: The I.T.F.'s task in the less-advanced regions. The future existence of the world, he said, depended on our vigilance and on our determination to preserve international harmony. He called on Bro. Pieter de Vries (I.T.F. Director of Regional Affairs) to open the discussion.

P. de Vries (I.T.F. Director of Regional Affairs) said that he was glad to have an opportunity of making a few introductory remarks on the report on the task of the I.T.F. in the less-advanced regions—the greatest challenge which we faced today. In a world becoming increasingly smaller and interdependent our major problem could be summed up in the words—*one world or no world*. That was why the international trade union movement must play an active and vigorous role in developments in the hitherto backward areas. The I.T.F. had certainly been no laggard in this respect. In fact, long before the magnitude and urgency of these problems had been recognized in wider circles, the I.T.F. had given concrete evidence of its far-sightedness in this as in so many other respects. At first, our steps had been slow and even faltering, but that was inevitable in view of the immensity of the task we had undertaken. There was an endless variety of problems and we had to approach them with flexibility, constantly adapting our programmes to changing circumstances. The problems, too, varied from region to region and from country to country within the same region and we therefore had to concentrate on specific ideas, projects and proposals. We had to dig below the basics, find out what the needs were and how they could best be met and then go out and meet them with all our resources.

What was lacking in the regions were trained leaders. We had to find qualified men and send them out to do on-the-spot work in cooperation with local leaders. That would cost money but in the long run it would save both money and time. However, it had to be understood that we were trade unionists, not financiers or bankers. The purpose of sending men into the field was not to distribute money but to study the local situation and then offer guidance and assistance which might include financial help, but only if the unions themselves made an honest and sincere attempt to help themselves.

What kind of people were wanted for this work? They must be properly equipped linguistically, be experienced trade unionists able to pass on their knowledge, and, most important, possess tremendous flexibility and imagination. They must also be prepared to stay in the regions for a long time because only in that way could they get to understand local conditions and problems and learn how best to deal with them. As Bro. Barash had pointed out, systems could not be mechanically transplanted from one country to another.

He was sure that men able or potentially capable of doing such work could be found among the affiliated unions and he would like to

see Congress support a recommendation to the Executive Committee that affiliates should be asked to nominate candidates.

Once we had found the men we should use them well. That brought us to the other big question facing us—cooperation in the free international trade union movement. There must be close cooperation, not only between the I.C.F.T.U. and the I.T.F., but also between the I.C.F.T.U. and all the I.T.Ss. Because of the immense task facing us in the regional field, we could not afford to waste our resources on unilateral and uncoordinated programmes. It could be seen from the report that in this respect we had found the present structure of the international trade union movement to be wanting. A joint I.T.S./I.C.F.T.U. Steering Committee had been set up, but it was too weak and had too little authority to act as a vigorous coordinating body. What was needed was a united campaign directed by a universally-accepted joint authority. A practical and extremely beneficial implementation of this idea would be the establishment of joint offices in the regions. At present, separate offices were expensive and wasted too much time which could be more profitably spent in the field. Our solution would be to have many I.T.S. roving ambassadors dealing with problems in the field but who would from time to time report in to a central office.

This office would be the home base for all the roving ambassadors in an area or region. Why should each I.T.S. undertake the expense of setting up and maintaining separate offices? The assistance we gave should be given personally, not through a series of letters saying please send more details. If we wanted to help, we had to have sufficient information, and we must *know* the local situation.

To make the best use of our men in the regions we had to cooperate to the utmost within the international trade union movement, which was in fact *one* movement, aiming at the same goal. We had to reorganize ourselves so as to make it mandatory that we cooperate, and in that connexion the present structure of the movement should be very carefully examined. It would be interesting to hear any specific ideas Congress might have on how to reorganize the structure of the international trade union movement in order to meet the needs of our regional activities programme.

R. C. Coutts (U.S. Railway Labor Executives' Association) said that the expansion of the I.T.F.'s Regional Activities had been of foremost concern since the Vienna Congress of 1956. Congress should give its full attention to identifying realistic goals in Africa, Latin America, South Asia and the Far East and also to finding the best way of organizing its resources to attain these goals. The limited resources available would inevitably mean that much would have to be left undone to begin with. This, however, should not be made an excuse for failing to plan ahead, and action should not be postponed or made dependent on cooperation with the other I.T.Ss. Cooperation was desirable but the I.T.F.'s first responsibility was to the transport workers. This was a responsibility unique to the I.T.F. Bro. Coutts expressed his agreement with the proposals for "roving representatives" in the document entitled "The I.T.F.'s task in the less-advanced regions". It was absolutely essential to find personnel with the necessary experience and temperament who would be willing to devote themselves

to field work if we were to fulfil our mission in these critically important areas of the world. He referred to a proposal advanced by Bro. A. E. Lyon in a letter to the General Secretary and submitted to the March Executive Committee meeting, that two or three trainee positions should be set up within the I.T.F. Secretariat. Here a trainee would be able to derive great benefit through association with the experienced members of the staff. He might then be sent out to an area where an experienced I.T.F. regional representative was already located, where he might gain insight into the actual problems and responsibilities of a field representative. He would then be assigned to a specific region as a full I.T.F. regional representative.

He understood that this idea had been favourably received and hoped that it would be formally approved by Congress. Assuming that it would be, but of course in no way committing the I.T.F., the R.L.E.A. had been looking for suitable qualified young men in the American railwaymen's unions. They had also been making arrangements for training in international labour affairs to equip these young men for their task. Several American universities had started excellent courses with the encouragement and support of the American labour movement. Bro. George M. Harrison had taken the initiative. The R.L.E.A. could therefore promise that they were prepared to sponsor immediately a man for such a trainee position in the I.T.F. He hoped that other major affiliates would also provide candidates, and where possible help out financially if the I.T.F. could not meet all the expenses. He agreed that Bro. Soares and Bro. Houke had done an excellent job, but they each had tremendous areas to cover. He thought that the I.T.F. should have a minimum of six full time regional representatives by next Congress—two in Africa, one in South Asia, one in the Far East and two in Latin America. He thought this was a realizable goal, although one might hope for more.

As field regional activities increased, so would the work of the Director of Regional Affairs. He therefore proposed also that an Assistant Director of Regional Affairs should be appointed, to help the Director and to make periodic visits to field representatives. These two would also be supported by the trainees on the staff.

B. Majumder (National Union of Seamen of India) complimented Bro. de Vries on having analysed the situation so clearly but said that since he came from a country in one of the Regions he felt that he should say a few additional words. There must be a very good reason for all the emphasis which was being laid on regional activities at the present time and it was that we wished to save the world for democracy and freedom. Nevertheless, it had to be remembered that in those self-same regions many people went hungry and lived in misery. And many of them felt that they had been exploited by people who professed to be democrats. Consequently some of them were rather suspicious when we went along to them and started talking in terms of freedom and democracy. That was both natural and perhaps inevitable. Unfortunately, however, it made our task more difficult and complicated, and unfortunately too it was an aspect which was sometimes forgotten when we were drawing up our plans.

There were also one or two other aspects to which he would like to draw attention. A large number of workers in the regions were still employed by employers from outside the regions, particularly from Europe. He therefore wanted to make an appeal to the stronger trade unions to do all that they could to assist the organizations in the regions. In so doing they would be helping to simplify the task of the I.T.F. in the less-developed areas.

When we were thinking in terms of regional offices, regional representatives and roving ambassadors, we should learn from our past experience in this field. He himself had practical knowledge of the work of the I.T.Ss. and the I.C.F.T.U. and he knew that with all their good intentions a great deal of the money which they had spent had been wasted because they had not been able to find the right men. The I.T.F., on the other hand, had been fortunate in that way and its efforts had not been wasted. Bro. de Vries had done a wonderful job in Africa, and the I.T.F. had also carried out excellent work in India. Nevertheless, he wanted to emphasize his point that if we wanted to expand our regional activities, we would have to make a point of finding the right men for the job.

F. Taboada Alegre (Motor Workers' Federation of Peru) said that in his earlier speech he had requested a vigorous statement by Congress against dictatorships in Spain, Dominica and Paraguay. He had also requested the I.T.F. to co-operate in Latin America by holding a Transport Workers' Conference there. He would, however, like to amplify these proposals. He then read a draft resolution welcoming the I.T.F.'s report on its task in the less-advanced regions, in the conviction that it had a very important role to play in helping the transport workers of these regions to attain a greater degree of social, political and economic freedom; thanking the General Secretary, the Director of Regional Affairs and the regional representatives in Asia and Latin America for their selfless work in assisting the development of free unions of transport workers; asking that affiliated organizations put forward candidates (before 1 January 1961) who could assist in this work, and that the Secretariat should make proposals for augmenting the staff and training new personnel, with a view to assigning more roving representatives to Asia, Africa and Latin America; and hoping for better co-operation with other I.T.Ss. and the I.C.F.T.U. in the regions, while ensuring the autonomy of the I.T.F.

Bro. Taboada hoped this resolution would be adopted by Congress.

S. J. Katungutu (Tanganyika Railway African Union) said that he would like to thank Bro. de Vries for his report as well as for what had been done in Africa. Nevertheless, although much had been done in the field of regional activities, a great deal more would have to be done, especially in Africa as a whole and East Africa in particular. In 1958, the transport workers' unions in his own area came to the conclusion that there was a great need for an I.T.F. regional office there. Following the advice which they had been given to take the initiative in helping themselves, they had got together and created such an office for East and Central Africa. They had done everything within their power to make a success of it and had also asked the I.T.F. for its assistance in running it. He was sorry to say, however, that they had not received that assistance and as a result the office had collapsed.

They might perhaps be blamed for having started the office on their own, but at the same time it should be remembered that they had only a very limited amount of money for such tasks. Approximately 50% of the union contributions which they collected went to their national centres and the I.T.F. The half which was left was all that was available for running union offices, organizing programmes, etc. They had done their best to set up an office, but this had failed for lack of assistance. Were they to be blamed for this?

The I.T.F. must certainly expand its regional activities, but he did not think that the best way of doing so was necessarily by sending out representatives from Headquarters. It was a very expensive business and he pointed out that there were many young union leaders in the regions who would be capable of doing such work if they were helped. To have such local representatives would cost less than sending an official from the I.T.F. Secretariat for just a few days. Nor was it just a question of I.T.F. representatives being sent out when there was a dispute. There was also a great need for organizational work and this could again best be done by trade unionists from the countries concerned, even if they were somewhat inexperienced by comparison with outsiders. The fact that they enjoyed the confidence of the people was more important than experience.

In conclusion, he expressed the hope that Congress would agree to set up more offices in the regions, although he hoped they would not insist that everything should go through Headquarters. He also hoped Congress would support the re-opening of their own office for East and Central Africa.

V. Conde (Avianca Civil Aviation Workers, Colombia) thanked the Congress for its unanimous acceptance of his union's resolution. He urged the need for close study of events in Latin America. The two main enemies against which Latin American trade unionists carried on a constant battle were oppression and communism. The existence of hunger and misery in the continent was undoubtedly a great help to the communists in their propaganda drive. Another problem was that of workers' education. In Colombia the government and the universities had arranged training courses, in which there had been more than 100 participants. He himself had lectured on the work of the I.T.F. The Colombian unions belonged to O.R.I.T. and were no friends of communism. In other countries, however, Cuba and Chile for example, the communists had gained power. He referred to Cuba as the communist spearhead for the domination of Latin America. Another danger to democracy was the neutralist block. Protests had been made to Venezuelan trade unionists on this subject. They ought to realize that one could not be neutral in the struggle between democracy and communism.

He urged again the need for full I.T.F. support of Latin American activities, and for I.T.F./O.R.I.T. co-operation in the holding of regional seminars for trade union trainees. There had been many political changes in Latin American countries in the four years since the Vienna Congress of the I.T.F. and trained trade union leaders were needed more than ever to cope with the changing situation.

He noted with regret that only four Latin American countries were represented at this Congress compared with ten at Vienna. Finally, he urged the I.T.F. to try and reach all the workers by greater propaganda activity. This was the only way to fight communism successfully.

J. F. Soares (I.T.F. Asian Representative) thanked the General Secretary and Congress for their compliments to himself and Bro. Houke on their work in the regional field and underlined the words of previous speakers on the magnitude of the task ahead in Asia and Africa. Referring to a statement by George C. Lodge he said that in the struggle for economic improvement and political freedom now going on in large areas of the world people in Africa and Asia looked to the trade unions for action, and the quality of trade union leadership was a vital factor in influencing them. In these less-advanced countries trade unions had been superimposed on a predominantly agricultural society for political or ideological reasons, and had risen on a wave of nationalism to become the spearhead of anti-colonial movements towards political independence. The communists were well aware of the position and concentrated their efforts not on winning over the governments but the trade union leaderships. This could be very dangerous. A powerful and unscrupulous leadership could be disastrous.

In order to enable Congress to give him and his colleagues in the regional offices the directives which they needed, he then gave some facts and figures on the position in Asia. In June 1960 I.T.F. membership in Asia was spread over 26 unions in 10 countries, and the number of members was 953,000. This represented an increase of 18 unions and some 360,000 workers over the last four and a half years. Many countries were not represented in the family of the I.T.F. nor in that of the I.C.F.T.U. Burma had recently come in, but many other countries (important from the communist point of view) remained outside.

In Burma the labour force in transport and related industries numbered some 170,000, in Ceylon 300,000, in India 2,300,000, in Indonesia 1,000,000, in Japan 2,500,000, in Malaya 60,000 and in the Philippines 200,000. As against this there were in Burma 8 unions of transport workers with but 65,000 members, in Ceylon 17 unions with a membership of 40,000, in Indonesia 14 unions with a membership of 350,000, in Malaya 7 unions with a membership of only 10,000 and in the Philippines six unions with a membership of approximately 75,000. These figures would give some idea of the organizational task that still had to be undertaken by the I.T.F. and the other I.T.Ss. in the Asian region alone. Japan, however, was a happy exception: in 1956 there had been 12 unions with a membership of just over one and a quarter million.

He went on to speak of the problem of the 15½ million "overseas Chinese" living in other Asian countries and controlling practically 86% of these countries' economies. He himself had many Chinese friends nurtured in democracy and trained in overseas institutions but nevertheless Chinese in thought and background who equated the anti-communism of the I.T.F. and I.C.F.T.U. with anti-Chinese feeling. It was difficult to convince them that we were not against the workers in any part of the world but were fighting solely against communist ideology.

Bro. Majumder had referred to leaders of so-called democratic unions who used their office for personal gain and not for the advancement of their members. The fact that in an industry with 16,000 workers one could have 36 unions, some of them with less than 11 members could not be blamed on the rank and file. It was imposed by leaders who were mainly concerned with advancing the interests of a political party.

Bro. Soares then referred to new draft legislation in Indonesia providing for a centralized workers' organization and stipulating that certain of its activities should be under governmental supervision. He said that he left it to the Chair to determine whether this was compatible with certain I.L.O. instruments.

Bro. Soares ended with a further quotation from George C. Lodge stating that the workers' organizations in the newer nations were a crucial force in the struggle for economic improvement and in many cases were the only social and political leadership extending beyond the educated élite. That force had to be fully realized and to do so meant not only economic assistance but a capacity to identify ourselves with the interests of those struggling for political rights and a better life.

Juul Poulsen (fraternal delegate, International Food and Drink Workers' Federation) brought greetings from his own International and the other I.T.Ss. in Switzerland. It was always interesting to have the opportunity of looking through a neighbours' window, especially when that neighbour was the I.T.F. He was particularly glad to be given the floor at this juncture and reminded Congress that Bro. Oldenbroek had said that the future of the movement was based on the future of regional activities. He had also warned against the dangers of furthering corruption and of national centres carrying on independent activities in this field. These things were undoubtedly important but he himself thought that one of the big weaknesses of our programmes was that we had given too much to the leadership and not enough to the roots. This was even true of those countries in Europe where organized labour was comparatively weak. A considerable amount of money had been made available to them but had been lost and he thought this was because too much had been given to national federations, confederations, and the like. Too often the industrial unions had not been the recipients of our assistance. The I.T.F. was particularly to be commended because it had been the first I.T.S. to affiliate unions regardless of their relations to national centres. It had thus avoided getting involved in internal squabbles. The international character of transport had obviously helped the I.T.F. a great deal in its work. Referring to Bro. Curran's remarks on the subject of runaway shipping Bro. Poulsen said that a matter now occupying the attention of other I.T.Ss. was the question of runaway firms. This was the description which could be applied to the increasing number of large concerns starting up production in other countries where labour was comparatively cheaper than at home. The goods thus cheaply produced were destined for sale on the markets of the country of origin. This was exactly the same problem as that involved in the runaway shipping situation and the other I.T.Ss. would obviously profit much from the experience and lead of the I.T.F. in meeting the increasing challenge presented by the growing international tendencies of practically all large concerns. Bro. Poulsen then referred to the Steering

Committee set up to help the I.C.F.T.U. and the I.T.Ss. to work out a more rational and constructive approach in their efforts in the field of regional activities. Co-operation should not prove all that difficult. After all, there was only one free trade union movement. There had recently been evidence of a more rational and constructive approach to the problems of the underdeveloped countries. It had been seen that dockers were the best people to help dockers, seafarers to help seafarers, and so on. Those who needed help would always prefer to receive it from people who understood the particular difficulties in their own industries. Bro. Poulsen thought that under the leadership of Omer Becu there would be a new orientation in the activities of the I.C.F.T.U. which would make for greater efficiency in co-operation between the I.C.F.T.U. and the I.T.Ss. in meeting the challenge presented by the development of industry and in helping the growth of trade unionism in the underdeveloped regions. The I.T.F. should not regret too much the loss of its General Secretary. It should be proud that its own man had gone on to serve not only the I.C.F.T.U. but the entire free trade union movement.

H. Alonso (Argentinian Locomotivemen) said he wished to insist on the necessity of far greater attention being paid to regional activities. He did so because Bro. de Vries had spoken of the need for more men working in the regions. He would like Congress to approve a recommendation to the Executive Committee calling for greater efforts and funds for the training of the men so urgently needed for carrying out this work. It had been said that it was necessary to have a certain number of field representatives working out of a central office which could co-ordinate the administrative work involved. If I.T.F. funds were not sufficient to carry out regional activities as desired, the utmost use should be made of such funds as were available. South America had only one representative who was an able and responsible man—a worthy representative of the I.T.F. But South America needed more such men. His organization felt that the I.T.F. should work through other I.T.Ss. and ask them to grant scholarships for the training of suitable personnel. Affiliates, too, might find means of providing the I.T.F. with the necessary funds for this purpose. They should be given to members suggested by I.T.F. unions in any part of the world. Such assistance would enable men to participate in training programmes even when their own country was too poor to finance the necessary schemes.

R. Houke (I.T.F. Latin American Representative) expressed his appreciation to those who had spoken kindly of the efforts of those working in the underdeveloped countries. I.T.F. support for the Uruguayan dock workers had already been mentioned and delegates would be glad to hear that the union concerned had now applied for affiliation. It had already been made clear how urgent was the need for more people to work in this field. The people were available, but help would be required. He wished to draw attention to the importance of conferences for which he foresaw an increasing need in the future. It was ridiculous that the I.T.F. could only hold one conference at a time. Conferences were necessary because they could provide the guidance and policy to co-ordinate the work of the roving representatives. However, if the various recommendations put forward were adopted a start could be made with solving these problems. More people were required and more support for developing the regional activities programme which in his opinion was the most important part of the I.T.F.'s work.

The President pointed out that Bro. Houke had raised the very important question of the I.T.F.'s ability to hold conferences. The difficulties involved were not only in respect of money but also personnel. He said he was sure Congress would agree that Bro. de Vries should have time to examine some of the points raised and give a considered reply. He therefore proposed that Bro. de Vries should open the next day's Plenary Session.

This was agreed.

He then drew the attention of delegates to *The Recommendations of the Executive Committee on the Composition of the General Council*. It would be necessary for delegates to adopt this for the Electoral Group Meeting to be able to do its business on the following day. He drew attention to point 6 which stated that "the total effect of the following proposals would be to increase the seats on the General Council from 43 to 46". Since, according to rule 8 of the I.T.F. Constitution, "the elected members of the Executive Committee shall number at least one-fourth of the elected members of the General Council" the effect of increasing the size of the General Council would increase the number of seats on the Executive Committee from 10 to 11.

After interventions by Bros. **A. Khalil** (Aden General and Port Workers' Union) and **R. C. Coutts** (U.S. Railway Labor Executives' Association) and **S. J. Katungutu** (Tanganyika Railway African Union), Congress approved the recommendations of the Executive Committee on the composition of the General Council with the modifications proposed by Bros. Khalil and Coutts, viz. that Aden should be placed with the group containing Ceylon, India and Hong Kong; and that the Railway Labor Executives' Association should be afforded the same privilege already extended to the German unions exempting them from the provision that no organization should have more than one seat on the General Council.

The Session was then adjourned.

Wednesday, 27th July, 1960

Morning Session

The President called on P. de Vries (I.T.F. Director of Regional Affairs) to reply to the discussion on the I.T.F.'s task in the less-advanced regions.

P. de Vries said he was pleased that there seemed to be general agreement on the Secretariat's programme, and welcomed the new and constructive proposals which had been put forward. As pointed out in the Report, the I.T.F. was in complete sympathy with the Triple Revolution—the revolution of rising expectations, the revolution of rising resentment against inequalities and the revolution of the rising determination to be free and independent of former rulers or dictators. It was difficult to pass judgment on specific programmes and policies during times of revolutionary change but it was necessary to take a stand on the question of trade union freedom. It was impossible to work with, and receive help from, the free trade union movement and Moscow-controlled organizations at the same time. There was only *one* free trade union movement sincerely interested in the advancement of the workers; and cooperation with the communists, as Bro. Conde had pointed out, led to communist domination, as in Cuba and Chile. It simply was not feasible to attempt to work with both sides. The only way for trade unionists to preserve their freedom was to work within the free trade union movement. Bro. de Vries went on to inform Bros. Ulrich, Alonso and Taboada that the resolution condemning the Trujillo regime had been considered by the Joint Seafarers' and Dockers' Section Conference and could therefore be further discussed when the report on that meeting was before Congress.

With regard to what Bro. Dekeyzer had said on the situation in the Congo, Bro. de Vries said that previous Belgian assistance to the free trade unions there had undoubtedly been beneficial, but these unions would now have to stand on their own feet, although of course, they would have broadly-based support from the international movement. The I.T.F. should look into the Congo situation very carefully, but should not delay action too long or it might be too late. Bro. Dekeyzer's request for direct assistance to the Congo was most important and it should be laid before the Executive Committee as soon as possible.

The same applied to all the other requests which had been made, but we should remember that we did not have the unlimited resources which, as Bro. Curran had pointed out, the Soviet Union had at its disposal. He was grateful to Bro. Wada for his support of the request for increased affiliation fees. He hoped the entire Congress would also support this proposal in order to enable the I.T.F. to extend its regional activities.

Replying to Bro. Santoso's complaint that the Asian region received only a small percentage of the grants given by the I.T.F., he pointed out that the figures quoted did not take into account the cost of the Tokyo and Singapore offices or Bro. Soares' many trips, including one to Indonesia. The I.T.F. did not deliberately discriminate against anyone

but tried to see who had the greatest need. Our new African affiliates had required a great deal of assistance, but when the cost of the coming Asian Regional Conference was taken into account it would be seen that Asia was not being neglected. With regard to Bro. Santoso's remarks on trade union education, this had normally been regarded as the responsibility of the I.C.F.T.U. The I.T.F. had done some work in specialized training schemes, and would be able to do more if it had more representatives. Bro. Alonso had spoken of the need for training transport specialists. As far as Argentina was concerned, he had had personal discussions with Bro. Alonso and they were trying to come up with a workable solution. In general, the increasing trend towards greater transport co-ordination everywhere had conclusively demonstrated that there was a need for definite trained transport specialists. The I.T.F. had presented its contribution to transport policy co-ordination to the previous Congress, and would have to tackle the problem of finding worker experts to make sure that the workers' interests were not overlooked.

Turning to the question of the relationship between Asian and African unions in East Africa raised by Bro. Pathak, Bro. de Vries said that the final answer must be the formation of non-racial unions, though this was perhaps too much to hope for immediately. It was a question of mutual understanding and confidence based on concrete actions. The Asians must support their African brothers in their legitimate claims, or the Africans would never accept them as their friends. Here was a field for true trade union solidarity to be practised. If it were, the beneficial effects would not be limited to trade union activities but would also be noticeable in a wider field. He assured Bros. Pathak and Katungutu that he would do what he could to help them solve this problem.

He welcomed Bro. Katungutu's statement that there were many young trade union leaders in his region who would be capable of working for the I.T.F. and invited him to submit names and particulars to the Executive Committee as soon as possible. Referring to Bro. Katungutu's remarks on the East African unions' attempt to set up an I.T.F. office, he said that it could not claim to be called an I.T.F. office if the I.T.F. had not been consulted about it. The Executive Committee had agreed to send a delegation to discuss the question at a conference that had been proposed by the East African unions, but this had not materialized and they had never heard any more about the conference or the office. He thought that representatives would be more effective than offices. He himself together with Bros. Millard and Purvis of the I.C.F.T.U. had been to Tanganyika to help the trade unions there and he was sure that Bro. Katungutu would join him in thanking those stronger affiliates who had helped the African railwaymen in their strike.

Bro. de Vries thanked Bro. Joe Soares for his detailed analysis of the situation in the Asian region, which he was sure had given Congress a very good insight into the problems facing the I.T.F. in Asia. He also thanked Bro. Majumder for his helpful information on the situation in India, and seconded his appeal to the stronger trade unions to do all they could to assist the organizations in the regions. He gave an

assurance that the I.T.F. would expand its activities in India, Asia and the regions as a whole.

Turning to Latin America, he said he fully sympathized with those Latin American friends who had called for a new Latin American office. However, he felt the need was not so much for an office as such as for the I.T.F. representatives themselves. Help should be given at first hand, as Bro. Houke had discovered from his travels. If we could get a good coordinated system working with the other I.T.Ss. and the I.C.F.T.U. he hoped that we should eventually be able to provide both men and offices. We were working for international trade union co-operation so as to increase the I.T.F.'s effectiveness. On the subject of the Latin American conference we had planned one earlier but the response from affiliates had been disappointing and those who had replied had apparently thought that the I.T.F. could cover all the expenses. The I.T.F. was not ungenerous, and Bro. de Vries thought that these conferences were extremely important, but the participants themselves should have the feeling that it was their conference and that they had worked for it. If the Latin American unions showed greater enthusiasm for such a conference, he promised that one would be arranged and everything would be done to make it a success. He shared Bro. Houke's desire for more regional conferences. These would be possible when effective regional organizations could be set up and maintained and could take over the responsibility for such conferences. With regard to Bro. Hall's suggestion of holding a primarily maritime Latin American Conference, he thought it would be better to hold a full transport conference, at which the various sections could hold separate conferences. He thanked Bro. Hall for his offer of help in providing funds and machinery for holding such a conference, but the greater part of the preparation would have to be done by I.T.F. Headquarters and it simply was not possible to do that with the Asian conference on our hands. Nevertheless, the Latin American conference would be held as soon as possible after the Asian one. Bro. de Vries appealed for more information from the Latin American affiliates so that the I.T.F. could help them in return. It had to be a two-way traffic.

In closing, Bro. de Vries referred particularly to Bro. Coutts's remarks, commending the full import of what he had said to Congress as one who had had a great deal of experience in the field of regional activities. He thanked Bro. Coutts for his constructive proposals and particularly welcomed the initiative taken by the R.L.E.A. in proposing a trainee programme and at the same time offering to provide the I.T.F. with a suitable candidate. These proposals would receive the immediate attention of the Executive Committee. He hoped that details would shortly be worked out in consultation with the R.L.E.A. He agreed that the I.T.F.'s first responsibility was to the transport workers and action should not be made dependent on co-operation with other I.T.Ss., but this cooperation was to help the I.T.F. to do its job better. The job was too big to go it alone. He also agreed that the target of six field representatives was a reasonable one and thought that the proposal for an Assistant Director of Regional Affairs was a good one. Finally, he suggested that Congress recommend Bro. Taboada's resolution to the Executive Committee for speedy and sympathetic consideration since it incorporated many of the proposals made the previous day.

P. Hall (Seafarers' International Union of North America), in reference to the proposal to hold a Latin American transport workers' conference, thought that it was ridiculous that an organization like the I.T.F. could not hold two meetings at the same time. If this were the case it was a matter which ought to be corrected at this Congress. He would be giving consideration to this question in the light of Bro. de Vries's remarks and would return to it at a later stage in connexion with the seafarers' and dockers' recommendation on the matter.

The President asked if Congress were agreed that this matter should be dealt with when the appropriate sections made their reports, and this proposal was adopted.

Congress then adopted the Report on Regional Affairs.

The President then introduced two fraternal delegates from Venezuela, Bro. A. F. Bravo, President of the Venezuelan T.U.C., and Bro. H. Hernandez, President of the Venezuelan Transport Workers' Federation, who had been prevented by difficulties in their own country from arriving before yesterday afternoon.

A. F. Bravo said that he wished to bring the fraternal greetings of the free and democratic labour movement of Venezuela. On regional activities he said that there was a need to intensify the I.T.F.'s work. The workers of Venezuela were determined that the countries of Latin America should never be dominated by communism. They would, therefore, associate themselves with the work of the free trade union movement. The I.T.F.'s activities in the area should not, however, be confined to the supply of information. I.T.F. representatives should stay in a particular country until they had achieved concrete results.

In Venezuela, after 10 years of dictatorship, the political situation was not very stable, and a contributing factor to the instability was the continued existence of the Trujillo regime in the Dominican Republic. As long as it remained this dictatorship in the Caribbean would be a centre from which reactionary forces could manipulate revolutions and re-install dictatorships in other Latin American countries. He therefore wished to support most strongly the proposal for a boycott of the Dominican regime which had been put before Congress. I.T.F. collaboration was essential to the success of this boycott. The Venezuelan oil workers could play their part in stopping supplies. There was a strong feeling of solidarity within Latin America but sometimes the ways in which this was expressed gave rise to ambiguous interpretations of the labour movement's position in the international field. Decisive action by the I.T.F. and the successful prosecution of the campaign against the bloody regime of Trujillo would open all doors to it in Latin America.

H. Hernandez then spoke of the contacts which his union had always had with the I.T.F., which was the only International generally recognized throughout Latin America. He thought, therefore, that the I.T.F. should never lose sight of the very great importance which its activities in Latin America had for the workers in the region. In Venezuela the workers were only now beginning to recover from the effects of more than 10 years of dictatorship when there had been drastic restrictions imposed on trade union activities and many leaders had been imprisoned or exiled. In the brief time since then, however, the trade

union movement of the country had arrived at a position of strength. The Transport Workers' Federation had already achieved a great deal of progress. In the next three years they hoped to have 300,000 members. It was difficult, however, for a Venezuelan trade union not to take account of political, as well as economic, problems. In Venezuela reactionary forces were still at work attempting to weaken the trade union movement. This was a situation common to many Latin American countries.

Bro. Hernandez then referred to the resolution to boycott the Dominican régime and said how important it was for the future safety of democracy in Venezuela that Trujillo's regime should be liquidated now. There could be no doubt that the recent attempt on the life of the Venezuelan President had been the work of Trujillo. If it had succeeded it would have meant the overthrow of a democratically elected government, the end of freedom for Venezuela and widespread suffering among the working classes. All friends of freedom should therefore associate themselves with this boycott action. He understood that the workers in Puerto Rico were already giving their active support and that the North American unions were also determined to support it. He therefore recommended most strongly that the I.T.F. should take this historic step and support with all its power this action to rid Latin America of its deadliest enemy.

The President requested Bro. Adolf Kummernuss, President of the German Transport and Public Service Workers' Union, to come up on the platform.

The General Secretary paid tribute to the active political and trade union work of Bro. Kummernuss who had celebrated his 65th birthday a few weeks ago. Bro. Kummernuss had been politically active in the German Social Democrat Party since 1909 and an active trade unionist since 1912. His first organization had been the *Transportarbeiterverband*. After serving in the First World War he had come back to civilian life and had immediately been elected a dock workers' official. He had become a full-time trade union officer of the *Deutsche Verkehrsbund* in 1927 and from the same year had played an active role within the I.T.F. Following the Nazi takeover he had begun illegal activity in May 1933 and had also worked for the I.T.F. with Edo Fimmen and Bro. Oldenbroek. He had been arrested in 1935 and sentenced to two years' imprisonment followed by a further period in a concentration camp, serving 4½ years altogether. After the Nazi collapse in 1945 he again took up open trade union work and had been responsible for the formation of the new German Transport and Public Service Workers' Union, of which he had been President since 1949. The General Secretary hoped that Bro. Kummernuss would go on serving the workers he had served so long and in token of his services to the I.T.F. and to mankind as a whole he was now to be presented with the I.T.F. Gold Badge.

The President then presented Bro. Kummernuss with the I.T.F. Gold Badge.

A. Kummernuss said that he was surprised that he should have been honoured in this way. In the course of his association with the

I.T.F. he had seen badges presented but had never thought that it would be his turn one day. He had simply done his job, not for the organization and not for himself, but for those people who had shown their confidence in him by electing him to represent their interests (Loud applause). He wanted to say a few words to the younger men. His really wonderful period had been when he had been fighting underground for democracy and he recalled the time in Amsterdam when, together with Fimmen, Hans Jahn and Willi Voss, he had led the underground activities against the Hitler regime. He was thankful for every hour of the journey he had made with Oldenbroek to Stettin to encourage the workers in their fight against Nazism. It was not their fault that they had failed. Circumstances had been against them. He hoped that the events of 1939 would never be repeated and that there would be no need ever to find men to do that work again.

The President then asked Bro. Ph. Seibert (German Railwaymen's Union) to introduce Item 9 on the Agenda, the *Reduction of Working Hours*.

Ph. Seibert spoke first of the I.T.F.'s activities with regard to the 40-hour week. The I.T.F., he said, had been demanding the 40-hour week even before the Second World War, and in March 1947 the Railwaymen's Section Conference had adopted a resolution renewing their determination to keep the fight for the 40-hour week in their programme. At the 1950 I.T.F. Congress transport workers' unions had been asked to take steps to secure the introduction of the 40-hour week and an investigation into cases where more than 48 hours were being worked had been suggested. In 1954, at the Joint Conference of Road Transport, Inland Navigation and Railwaymen, it had been agreed that the 40-hour week was a necessity although at that stage demands for it might be premature, since in numerous countries the 48-hour week had still to be attained. The reasons for the 40-hour week were contained in a resolution adopted by the 1954 Congress, which stressed the need to cut down on accident rates by shortening working hours and enforcing rest periods and other relevant regulations, and pointed out that the workers should have some share in the benefits brought about by technological advances.

Turning to what it had been possible to achieve in practice, Brother Seibert then gave some statistics which showed quite clearly that the trade union movement had had considerable success in reducing working hours in industry generally, both in the period up to 1955 and afterwards. The latest figures indicated an average working week of 45.3 hours in Great Britain, 44.8 hours in Eire, 42.2 hours in Norway, 40.2 hours in Canada, 39.2 hours in the United States, 46 hours in Switzerland, and 45 hours in the Federal German Republic.

Speaking of the situation in the railway industry, Bro. Seibert said that it was impossible to give a detailed picture of the working hours position in all countries where the I.T.F. had affiliates because of insufficient data, and he appealed to unions to keep the I.T.F. Secretariat as fully informed as possible. However, he could say that the 40-hour week had been generally introduced in Australia, Canada, the U.S.A. and New Zealand. In the U.S.A. working hours were calculated more on the basis of miles worked than hours as such,

or on a combination of both. In 1952 passenger train locomotive engineers averaged 37.6 hours by this method of calculation, whilst goods train engineers averaged 64.2 hours per week. However, this system was subject to continual alteration and it was therefore not possible to give an accurate survey of present conditions.

He then went on to give a short review of the developments on the railways in some Western European countries. Austria had had the 45-hour week on the private and state railways since 1 April 1959. Belgian railwaymen had been working the 45-hour week since 1957, but the Belgian unions were seeking a five-day forty-hour working week. In Denmark, the working week had been reduced from 48 to 45 hours in March, 1959. France had had the statutory 40-hour week since 1936 although, in fact, French railwaymen worked forty-eight hours, eight hours of which were counted as overtime and paid at time-and-a-quarter. The French railwaymen's unions had been pressing for the effective implementation of the 45-hour week as a first step towards securing the 40-hour week which they already had on paper. In view of this situation in France, Brother Seibert requested the Japanese colleagues who had tabled a resolution under Agenda Item 9 to alter their resolution accordingly. In Federal Germany the 45-hour week had been introduced in June 1958 and had been applied since 1 January 1959 to all railwaymen except those required to be on call. British railwaymen were working 44 hours a week, but the three British Railwaymen's Unions were pressing for the 40-hour week for all categories except office staff who were seeking a working week of 38 hours. Some Italian railwaymen had gone on to the 46-hour week as from 1 April 1960. Others had had their working week reduced to 48 hours on 1 July 1960. Luxembourg had introduced the 45-hour week in 1957 and at the same time increased the number of extra days off to 21 days a year, or, alternatively, 42 half days. The Norwegian Government had passed legislation introducing the 45-hour week in 1958: the reduction in working hours had been implemented in two stages, a reduction of one-and-a-half hours in March 1959 and a further reduction of one-and-a-half hours in March 1960. In Sweden a progressive reduction of working hours had been begun in 1957 and the final reduction to 45 hours a week had been completed at the beginning of 1960. Switzerland had reduced the working week from 48 to 46 hours on 1 June 1959.

Commenting on these figures, Brother Seibert argued that one could gather from them that considerable progress had already been achieved on this front. On the other hand, it was evident that the 40-hour week would not be introduced simultaneously in all countries. Outlining the arguments supporting the trade unions' demand for the 40-hour week, he said that the object was not to have workers merely receiving increased overtime payments on the same total working time. Such an arrangement would not serve our purposes at all. Technical advances had led to a continual increase in the intensity of work. The greater demands now being made on workers could only be offset by maintaining their efficiency through the reduction of working hours and increased paid leave. The constant increase in the supply of goods and services made possible by economic growth and greater productivity demanded a higher level of consumption if the economy was to continue

to function, and the way to achieve this was by having higher wages and more free time. The former was not sufficient without the latter.

In addition to the economic aspects, medical grounds were becoming increasingly important. Longer rest periods were necessary to counteract the stress involved in modern techniques. Present-day production techniques tended to isolate the individual in his work. This had adverse effects on the social life of the community as a whole. The relegation of the worker to a lonely place among the machinery had tended to weaken the natural capacity of human beings to communicate with each other, a capacity which in the end was the cornerstone of our entire social order and civilization. All this was true of workers in transport just as much as of workers in manufacturing industry. It applied particularly to the level-crossing keeper, to the engine-driver without a fireman, and the long distance lorry-driver. It was therefore necessary to have more leisure time in order to restrict social isolation. The reduction of working hours had a special significance in the transport industry, where strain through overwork meant reduction of traffic safety, which could cost lives. This danger became greater the more speeds increased.

Reductions in working hours depended to a large extent on technical advances increasing workers' efficiency. The 40-hour week was therefore not the ultimate limit to which reductions in working hours could be pressed. Productivity was continually rising, and with this steady improvement in the efficiency of the economy and of the workers further reductions in working hours could be undertaken. This remained one of the most urgent tasks before the affiliated unions, but the I.T.F. itself would have to exert itself to the utmost particularly in its efforts for workers in the underdeveloped countries.

S. J. Katungutu (Tanganyika Railway African Union) said that he had been astounded to learn that people in other countries were only working 45 hours a week. It would be recalled that in his previous statement he had reported that in East Africa some railwaymen were working a 72-hour week, six days of 12 hours each. When they had called for a reduction, management had told them that these hours were recognized by international experts. He would like to know where these experts came from. He would also like to hear from other delegates about the methods employed to calculate their working hours so that he could use this information when meeting the employers in East Africa.

T. Yamada (Japanese National Railway Workers' Union) spoke in support of the proposal on shorter hours of work submitted by the Japanese affiliates. Shorter working hours were necessary to protect workers against unemployment, to counteract the increased demands made on them by the accelerating tempo of work and also to ensure that they benefited from increased productivity. Because of the reactionary nature of pre-war governments, the I.L.O. Convention on the 48-hour week had not been applied in Japan until 1947.

In many countries, hours had been reduced below 48 per week and in the United States collective agreements often established a working week of less than 40 hours. The reduction of hours was a universal problem and one of the most important facing the trade union move-



ment. It was of special significance for the transport workers, who had a great responsibility for ensuring the safety of passengers. Modernization and rationalization was affecting all branches of the transport industry, productivity had very much increased, and the position was now very different from that which existed when the 48-hour Convention was adopted.

He believed, in conclusion, that the resolution which called for an immediate effort by the I.T.F. and all individual unions for a 40-hour 5-day week, an international convention on the 40-hour week, and government legislation reducing hours of work was one of the most important for transport workers throughout the world and asked Congress to support it.

A. G. de Castro (Brazilian National Confederation of Transport Workers) said that the majority of railway accidents were due to human factors such as fatigue and lack of rest. The extremely high temperatures in Brazil were particularly exhausting and, whereas in other countries a 40-hour week would be acceptable, Brazilian railwaymen were asking for a six-hour day. This was opposed by the employers although such a reduction would not adversely affect profits, since the workers would work better and more safely. He hoped that the I.T.F. would approve the resolution put forward by the Brazilian representatives.

Ch. Kirwan (Irish Transport and General Workers' Union) said that hours of work had been a problem in Ireland for a long time. He pointed out that the figure of 44.8 hours per week given in the report did not apply to railwaymen. Their hours had not changed substantially since 1919. His union had recently been called upon to give evidence before the Joint Industrial Council regarding an employers' proposal to introduce a 12-hour spread-over system. The workers were resolutely opposed to this proposal on the grounds that it would mean, in effect, a 12-hour day and a 72-hour week, and were hopeful of winning their case.

Ph. Seibert (German Railwaymen's Union) pointed out that the figure of 44.8 hours per week given in his report was an *average figure* for working hours in all industries in Ireland. He suggested that Bro. Kirwan should submit a report to the I.T.F. on the subject of railway hours of work.

He assured Bro. Katungutu that the 72-hour week was no longer in operation on the European railways. Operating staff in Europe might work up to 54 or 56 hours a week and occasionally even longer, but never 72 hours a week. He advised Bro. Katungutu to tell the employers in Tanganyika that the 72-hour week had been abolished on European railways five or ten years ago. He thought that the I.T.F. Secretariat should be kept informed about working hours in road transport, inland waterways and on the railways in the various countries, and he suggested that, if possible, the I.T.F. should, within the next year, send out a short questionnaire asking for this information, on the basis of which a report could then be drawn up; if this were not possible a precise survey of working hours should be presented at each Congress. He requested the I.T.F. to take particular note of this suggestion, since such surveys or reports would prove extremely useful.

Regarding the Japanese resolution, he said that, whilst the I.T.F. Congress could give moral support, it was for national unions to press for concrete results in their individual countries either in negotiations with employers or by bringing pressure to bear on the governments. The I.T.F. could give moral support but it was most definitely not the task of the Federation to attempt to bring about a reduction of working hours in any particular country. The wording of the Japanese proposal was incorrect. It was based on French legislation which was not always observed. He requested the Japanese to agree to their proposal being passed to the Resolutions Committee who could redraft it so that it would apply to all sections of the industry.

Bro. Yamada agreed.

Congress agreed that the Resolutions' Committee should be asked to reword the resolution in this sense.

The Session was then adjourned.

Wednesday, 27th July, 1960

Afternoon Session

The President called upon Bro. Laan to present the *Report of the Resolutions Committee*.*

R. Laan, Jr. (Dutch Transport Workers' Union) introduced the Report and suggested on behalf of the Resolutions Committee that proposals regarding constitutional amendments and affiliation fees should be considered and decided upon by Congress.

The President said that discussion would be on Agenda Item 7 (*Amendments to the Constitution of the I.T.F.*) and Agenda Item 10 (*Resolutions and proposals submitted*).

A. A. di Santo (Argentinian Locomotivemen) said that his union had asked him to submit to Congress the resolution passed at its last Congress on the adoption of emergency measures in view of the repressive legislation being considered by the Argentine government. He had therefore requested that the Resolutions Committee should make a declaration of solidarity with the Argentine trade union movement. This was not in the Report, and he therefore requested Congress to declare its solidarity with the Argentine trade unions.

V. Conde (Avianca Civil Aviation Workers, Colombia) said that the Colombian delegation were concerned at the decision of the Resolutions Committee on the resolution dealing with the Dominican Republic. If, as it appeared, the original United States resolution was likely to meet with some resistance, he thought that it would be a good idea to have an emergency resolution dealing with the subject. He supported the urgent appeal made by the Venezuelan delegates and proceeded to put forward the text of a draft resolution sponsored by his organization dealing with the infringement of trade union and democratic liberties not only in the Dominican Republic, but also in Paraguay and Cuba.

The President asked that no more emergency resolutions should be presented.

M. Hellal (Tunisian Railwaymen's Federation) said that he wished to remind Congress of a resolution put forward and not accepted regarding the establishment of a committee of African, Belgian, French and British representatives for the purpose of halting communism in Africa. The Tunisians had wanted Congress to give its opinion on this and had thought it would be necessary for all the transport workers of the free world to collaborate in framing a resolution to this effect. For this reason, the Tunisian delegation had not presented a ready-made resolution. The Tunisians wished to participate in helping their African brothers who had asked for help against the enemies of democracy in the African continent, but so far, to his great regret, nothing had been done. He hoped that the Resolutions Committee would meet expressly for the purpose of setting up such a committee in order to deal adequately with African problems.

J. Curran (U.S. National Maritime Union) said that he wished to raise a point of procedure on the definition of an emergency resolu-

* See page 264.

tion. He had thought that the resolutions on the South African boycott and the Dominican Republic adopted at the April 1960 meeting of the Executive Committee were the resolutions which the Congress Resolutions Committee had to decide on, and therefore not the "emergency resolution" on the Dominican Republic. In his view there was only one resolution that could properly be called an emergency resolution—that which had been put forward by the Colombian National Union of "Avianca" Workers and which was of an emergency character because it involved strike action. He also asked for the Executive Committee resolution on South Africa to be brought before Congress for Resolutions Committee action.

R. Laan, Jr. (Dutch Transport Workers' Union) said that he was not authorized to discuss other amendments, proposals and resolutions than those which were put before the Resolutions Committee when it met. He would ask the General Secretary to reply to Bros Hellal, di Santo and Curran.

The General Secretary pointed out that the resolution on the Dominican Republic would be up for discussion by Congress as part of the Report of the Joint Seafarers' and Dockers' Section Report. It was, therefore, not before Congress now. In answer to Bro. di Santo, he pointed out that no resolution had been put before Congress. From discussions he had had with Bro. di Santo he understood that the Argentinian railwaymen would be satisfied if Congress expressed its full support and solidarity with them in their struggle. Bro Hellal had suggested a possible resolution but had put nothing in writing. He felt that it would be a difficult task for Congress to set up such a Committee as he had proposed, and suggested that Bro. Hellal's request should go to the Executive Committee.

After Bro. di Santo and Bro. Hellal had agreed to accept the proposals of the General Secretary, Congress formally accepted the Report of the Resolutions Committee.

The President then went on to Agenda Item 7 (*Amendments to the Constitution*) and Agenda Item 10 (*Resolutions and proposals submitted*).

R. C. Coutts (U.S. Railway Labor Executives' Association) expressed the view of his Association that a triennial Congress would be better in view of the amount of preparatory work involved for the Secretariat staff, the high financial cost (he felt that the money saved by the changeover could be devoted to regional affairs) and the fact that the I.T.F. Constitution provided for an extraordinary session of Congress to be held in the event of an emergency.

J. S. Thore (Swedish Seamen's Union) said that his union had originally supported the proposal for a triennial Congress for financial reasons. Now, however, they were not sure what proposals the Executive Committee was likely to put forward on the election of the General Secretary, or whether one or several persons would be suggested for the post. He therefore suggested a postponement of decision on the item until Congress had seen the Executive Committee proposal concerning the General Secretary.

H. Hildebrand (German Transport and Public Service Workers' Union) supported the previous speaker. This Congress had the task of electing a new General Secretary. If there was only to be an interim General Secretary, as his delegation suggested, he felt that he should hold office for an interim period of two years. After those two years had elapsed it would be possible to discuss the matter once again taking full account of the financial implications, of the authority of the General Council, and bearing in mind that any such amendment would require a two-thirds' majority.

The General Secretary pointed out that the item could be discussed under Item 12 of the Agenda.

The President then called on Bro. Hickey to speak in support of Amendment 2 (Amendment of Rule VIII of I.T.F. Constitution).

E. J. Hickey (U.S. Railway Labor Executives' Association) said that his Association had put forward alternative amending proposals. The Resolutions Committee had, however, recommended that the R.L.E.A. should be asked to choose between them. R.L.E.A. representatives would therefore meet in caucus after the session and, with the consent of Congress, would take up the proposal in the next Session, but before the election of the Executive Committee.

H. Ulrich (U.S. Railway Labor Executives' Association) presented an amended version of Amendment 3, the R.L.E.A. proposal to amend Rule VIII to provide substitute members for Executive Committee members, the new amending proposal providing for substitution by members of the General Council. This his delegation considered to be a realistic approach to a very real problem since it was essential to have full representation at meetings of the Executive Committee.

S. F. Greene (British National Union of Railwaymen) feared that an Executive Committee might eventually be held attended by delegated members only, and said that he was against an organization designating its delegate member. He also stressed the fact that although a member of the Executive Committee might be elected from a particular organization in a particular country, he nevertheless represented the entire Congress on the Executive Committee.

H. Ulrich pointed out that his proposal stipulated a General Council member.

The President pointed out that this was not the wording of the Amendment that was before Congress.

P. Hall (Seafarers' International Union of North America) supported Brother Ulrich.

S. F. Greene emphasized that he was opposed to the *written* amendment. If the R.L.E.A. had now decided to amend their own proposed amendment, the text of this document should be available so that Congress might know exactly what it was supposed to be discussing.

R. C. Coutts (U.S. Railway Labor Executives' Association) maintained that, as he understood it, it was the sponsor's prerogative to offer

an amendment. He therefore moved the adoption of the amendment as presented by Brother Ulrich.

The President said this was an exceedingly impracticable way of trying to conduct business.

P. Felce (French Transport Workers' Federation) supported Bro. Ulrich's amendment.

H. Hildebrand (German Transport and Public Service Workers' Union) said that the Constitution provided for substitute General Council, but not Executive Committee, members. Members of the Executive Committee were chosen for their personal qualities and experience. In allowing Executive Committee members to designate substitutes, Congress would be depriving itself of its right to make its own decision on who the right man was to represent it on the Executive Committee. Before reaching any decision Congress ought to hear the views of the Executive Committee on this matter.

The President then called on Bro. F. Laurent to speak on behalf of the Executive Committee.

F. Laurent (French Railwaymen's Union) said that there had been some divergence of opinion in the Executive Committee on Amendments 1 and 2 and it had therefore decided to leave their consideration to Congress.

On Amendment 3, he said that the Executive Committee was aware of possible inter-Congress problems and the need to preserve continuity of policy. Speaking from experience, he said that there had been few occasions when Executive Committee sessions had been incompletely attended by its members. He asked Congress not to adopt the written R.L.E.A. proposed amendment, nor the amended version which had been presented orally that afternoon.

The General Secretary said that it was possible to establish a rule providing titular and substitute member for bodies of the I.T.F., e.g., the General Council. The I.C.F.T.U. had this system for its Executive Board. The I.T.F. had always preferred not to have the substitute system for the sake of continuity. Executive Committee members were elected on merit. The effect of the R.L.E.A. proposal would be that Congress would not be responsible for the election of the Committee. The proposal would have merits if substitute members were elected by Congress as well.

The President said that the Railway Labor Executives' Association was entitled to ask for a card vote.

H. Ulrich (R.L.E.A.) asked if it was in order to amend the proposed amendment to the Constitution.

The President ruled that it was in order.

The amended proposal was then put to Congress. It was rejected.

At the request of the R.L.E.A. Congress then proceeded to a card vote on the amendments to the Constitution as originally proposed by the R.L.E.A. Congress rejected the proposed amendment. The final

voting figures, announced later, were: for the proposal: 1,459,000; against: 2,529,700; abstentions: 93,600.

The President said that they would now discuss amendment 4 to Rule IX of the I.T.F. Constitution regarding the Management Committee.

W. J. P. Webber (British Transport Salaried Staffs Association) said that, although he was a member of the present Management Committee it was not because he wished to retain his own seat that he was opposing the proposal. It was because he thought that the proposal was not in the interests of the I.T.F., either as regards efficiency or economy. For twenty years the I.T.F. had had its headquarters in Holland and during that time there had never been any suggestion to change the composition of the Management Committee from the four Dutchmen on it at that time. But for the war, the headquarters of the I.T.F. would still have been in Holland and during the twenty years the I.T.F. had been in Britain the rule had stood. The reason for the proposed change now was that this amendment which was on the order paper as amendment 4 had been dealt with by the Executive Committee after proposal No. 6—the proposal on the removal of I.T.F. headquarters, which had now been withdrawn. He did not want to go into the history of that proposal but he wanted to say that the Management Committee had originally been bitterly opposed to transferring I.T.F. headquarters but had subsequently, after discussion with the President, agreed that they would offer no objection on the understanding given to them by the General Secretary that he would be staying with the I.T.F. When the circumstances changed, the Management Committee had reaffirmed its previous decision. The Executive Committee had now withdrawn its proposal on removing I.T.F. headquarters. It was difficult to understand why they had not withdrawn this proposal as well. He felt that the Executive Committee had only put this proposal on the order paper in order that they should not lose the advantage of the 20 years of experience of the British members. He drew attention to the last sentence in the comments of the sponsor of the proposal, viz.: "It must be emphasized that the proposal in no sense derives from dissatisfaction with the present or previous Management Committees whose work deserves unqualified praise and gratitude."

The argument that time had altered the problem of distance was not sound. Time and distance were still factors. The Management Committee did not determine policy. That was left to the Congress and the Executive Committee. It was concerned with the day-to-day supervision of work and to seeing that this conformed to I.T.F. policy. The accessibility of the present members of the Management Committee was still an advantage to the I.T.F. It only required a telephone call to bring them together and they could meet at short notice and dispose of business very quickly. If members came from abroad delays could occur even if they came by plane.

There were two questions to ask. First, had the present method failed? Second, would these proposals make for more efficiency and greater economy? The quotation he had made from the sponsors' remarks showed that the present method had not failed. With regard to economy and efficiency, the ease with which members of the present

Management Committee had always got together had not only made for efficiency; it had also made the Management Committee the cheapest administrative machine Congress had got. If the present proposal were accepted, he had estimated that charges, calculated on the basis of past meetings, would come to well over £1,000 per annum. This money could be far better spent on the purposes for which the I.T.F. had been founded. The other point he wished to raise was that there should be a measure of continuity. It was unwise to have a completely new set-up both in the Secretariat and the Management Committee.

If Congress considered that there was something in the motion, he suggested that they consider it at a further date. In the existing circumstances he thought that a wholesale change would be detrimental to the interests of the I.T.F.

H. Hildebrand (German Transport and Public Service Workers' Union) said that they had just heard the views of an active member of the Management Committee. The position as he understood it was that the English organizations had as recently as four weeks ago felt that the statute should be changed and that the Management Committee should no longer consist of four members from the country in which the I.T.F. headquarters were situated. If Brussels had indeed become the headquarters of the I.T.F., the English brothers would still have been able to have a member on the Management Committee if this amendment had been accepted. Today the Executive Committee had withdrawn the proposal to remove headquarters to the continent, but they had left the proposal to alter the composition of the Management Committee unchanged.

In this year 1960 we should take more account of the international character of the I.T.F. and forget all about telephone calls. It should be realized that an aeroplane could reach England from Holland in less than two hours. He suggested therefore that Congress should agree that the Management Committee should be composed on an international basis.

R. Laan (Dutch Transport Workers' Union) began by expressing his agreement with the quotation by Bro. Webber from the remarks of the sponsor to the amendment (the passage expressing unqualified praise and gratitude for the work of the present and previous Management Committees.) He wished to emphasize, in suggesting that the proposed amendment was worthy of consideration by Congress, that he did not thereby intend to convey any complaint of the work of the Management Committee, but the contrary. He had however been wondering about certain parts of Bro. Webber's remarks. On the one hand he had said that after it had become clear that the General Secretary would not be staying with the I.T.F., the Management Committee had reaffirmed its previous decision. On the other hand, Bro. Webber had said that the Management Committee did not make policy decisions. This was perhaps a misunderstanding. It was a good idea to have an assistance committee around the General Secretary.

Things had changed a lot since the Amsterdam days, and the I.T.F. now had a world-wide task. He had thought that when Proposal 6 was withdrawn, that the English friends would want to show that the

Management Committee was not merely an English allocation but that they wanted to share this task with neighbouring countries. On Bro. Webber's last remarks on the desirability of continuity there was some doubt in his mind, because he himself did not interpret the proposal in the same way as Bro. Webber. As he understood it, the implementation of the proposed change in the composition of the Management Committee, would, if it were adopted, take effect from the next Congress, and there was therefore no intention of changing the composition of the Management Committee here and now. He thought that this was a point which ought to be clarified by the Executive Committee.

S. J. Katungutu (Tanganyika Railway African Union) said that this proposal gave him the impression that the I.T.F. had a lot of money to spend on paying for members to move about from one country to another. If the I.T.F. really had this money there were far better ways to spend it. It was essential to have people on the spot to take care of day-to-day business and there was no need for somebody to come from the continent to settle this. Rather than accept this proposal, it would be far better to thank the present members of the Management Committee for the good job they had done and to continue making use of their services.

P. Hall (Seafarers' International Union of North America) said that he was not in favour of having any kind of Management Committee. We had all, he said, boasted of our great General Secretary. If he had been the General Secretary, he would have felt very badly if a Management Committee had been calling all the meetings this one had to look into the way he had conducted affairs over the past years. The General Secretary was responsible to the Executive Committee, the General Council—who else was he to be responsible to?

However, if there was to be a Management Committee, he thought that it should be composed as laid down by the present proposal. More nations should participate. The expenditure involved was small.

F. Eichinger (German Railwaymen's Union) said that what Bro. Katungutu had said made very good sense. Moreover, if the Management Committee was to be composed of members from different countries, there was no reason why the idea should not be extended to embrace members from different continents. Bro. Webber had spoken against the proposal. He had said that the Management Committee was engaged in everyday business and did not make policy decisions. He had also produced other reasons which were sound. He wanted to add another. The General Council met every two years. The Executive Committee was responsible for policy between Congresses. If one departed from the principle on which the Management Committee had been composed hitherto there was a very real danger that the Management Committee would become a sort of sub-committee in addition to the Executive Committee. As long as I.T.F. headquarters remained in England, the Management Committee should be composed of Englishmen. If the function of the Management Committee were to be changed, its members would then have to be drawn from the best men available, regardless of their nationality, whatever part of the world they came from.

P. Felce (French Transport Workers' Federation) said that the proposal deserved to be treated seriously. As the General Secretary had said, the Executive Committee was composed of 11 of the best men available, chosen for their personal qualities as well as their professional grouping and nationality. The arguments put forward by the sponsor of this proposal were an indication of the changes that had taken place in the world since the first decision was taken to limit the members of the Management Committee to one country. The Executive Committee had found a particularly happy wording for the advantage of an internationally composed Management Committee, viz., that "its hand would be strengthened if there were no possible ground for attributing its decisions to any national interest or outlook". He did not want to suggest that the Management Committee had ever been guilty of such bias, but one must not forget that, however much good will there was, it was not always possible to overcome a tendency to view affairs from a national point of view. If members were introduced from other countries it would at least help to allay suspicion, even if in practice it was impossible to give satisfaction to all the millions represented in the body of the I.T.F. In his opinion, these arguments were equally valid whether the I.T.F. had its headquarters in London or on the Continent. If, when it had been proposed to move I.T.F. headquarters to the Continent, it had been thought that the Management Committee would have to be internationally composed, why was it now being implied that there was not the same necessity for an internationally-composed Management Committee because the I.T.F. was remaining in London? It was not right to give the impression that impartiality was not so easily obtained on the Continent as it was in the British Isles.

The General Secretary said that, after consultation with the President, he felt that it would be misunderstood if the Executive Committee did not clarify the situation. In reply to Bro. Laan he wanted to make it quite clear that the Executive Committee had never considered the question of removal of I.T.F. headquarters on personal grounds. If that had been so and he had come into the picture he would have maintained that there were no personal grounds for the removal of headquarters.

When the Executive Committee had decided to withdraw the proposal on I.T.F. headquarters the previous week, they had also discussed the question of the Management Committee. They had decided not to withdraw it, and not to press it. This was a unanimous decision. The reason was that a fundamental change in the Constitution should only have to be considered when the headquarters were removed. He wished to emphasize what had been said in the last paragraph of the Executive Committee's comment on the proposal indicating that there could be no complaint of the workings of the Management Committee since 1940.

However, when the Executive Committee felt that there would be opposition or other views on this subject, they had decided, out of *gratitude to the British friends, not to press the proposal. But for the British the I.T.F. would not have continued to exist during the war.*

Referring to Bro. P. Hall's remarks, the General Secretary pointed out that he felt that the General Secretary needed the Management Com-

mittee for his own satisfaction. This did not mean, however, that it need concern itself with each and every problem that came up between Congresses.

A card vote was then taken on the proposed amendment to Rule IX of the I.T.F. Constitution. The result of the vote, announced the following morning, indicated that the proposal had been rejected.

The Session was then adjourned.

Thursday, 28th July, 1960

Morning Session

The President announced the result of the card-vote on the proposed Amendment of Rule IX of the I.T.F. Constitution regarding the Management Committee: 1,943,700 had voted for the proposal; 2,118,100 had voted against; there were 3,400 abstentions and 800 invalid papers. The Proposal had therefore not been carried. He then announced that discussion would continue on proposal 2 (Amendment of Rule VIII of the I.T.F. Constitution to provide for election of two persons to the Executive Committee from one country or region under certain conditions), and the alternative proposal submitted by the R.L.E.A. He called upon Bro. Hickey to speak on this.

E. J. Hickey (U.S. Railway Labor Executives' Association) said that the R.L.E.A. delegation had asked him to explain the reasoning behind their proposal. At present, he said, the Executive Committee had two United States members, one of whom had been elected by Congress in 1958 and the other coopted by the Executive Committee to provide additional representation for North America. The R.L.E.A. supported the idea of two North American members and wanted to make it clear at the outset that they were also in favour of one member being from a maritime union. Their position was that, since it was accepted that the North American region should properly be represented by two people, the additional member should be elected by Congress. The Constitution provided that if two or more persons were candidates for the Executive Committee the one obtaining the largest number of votes should qualify for election. In this connexion he would like to say that the R.L.E.A. amendment had not attempted to make any change in the cooptive powers of the Executive. The General Secretary had stated at the Vienna Congress that the proposal to extend the Executive Committee had provided for the cooptation of up to four members in order to cover the continents which originally had no representation. The sense of the R.L.E.A. amendment would be to continue the decision taken by the Executive Committee that North America was entitled to two members, and the cooptive provision could then be used, as intended, to give adequate representation to some regions otherwise not represented.

They were not seeking additional power on the Executive and asked for nothing more than what they had already. They merely wished to do a more competent job on the Executive, at the heart of their proposal being the desire to further regional activities. Therefore, following long and serious discussion, they had come to the conclusion that it would be best if their proposal were to be taken in conjunction with Paras. 4 and 5 of Rule VIII of the Constitution. They would be happy to have a small sub-committee set up to correlate these two paragraphs in relation to the R.L.E.A. proposal. It would then be possible to achieve the purpose of the R.L.E.A. proposal and at the same time dispel any suspicion that the R.L.E.A. were in any way seeking to weight the composition of the Executive Committee, improperly or unfairly, to the advantage of any particular groups.

The President then asked Bro. Hickey if he meant that the sub-committee should be set up immediately and if so what size it would be. In reply **Bro. Hickey** said that the sub-committee should be small, competent and give fair representation to regions involved. They would also like to have the benefit of the General Secretary's views.

In reply to a further question from **Bro. Webber** the R.L.E.A. representative said that they were not intending to withdraw either of their proposals, but wished for a further modification in order to meet the needs which he had indicated.

The President then put Bro. Hickey's proposal to the vote and it was carried

P. Hall (Seafarers' International Union of North America) said he wished to endorse the position of the previous speaker. The clause under which the North American maritime representative on the Executive Committee had been elected was that providing for cooptation from the less-developed regions. They had fought long and hard for this and would now like to feel that they could have their representative elected by Congress. He called for a change in the Constitution to make this possible.

The President said that it had been proposed that the sub-committee should consist of two Executive Committee members, one member of the Management Committee, one representative of the R.L.E.A., one Regional representative and the General Secretary.

This was agreed by Congress and the following were elected to serve on the sub-committee: Bros. Seibert and Laurent (E.C.); Webber (M.C.); Hickey (R.L.E.A.); Katungutu (Regions); and the General Secretary.

In reply to a request from Bro. P. Hall that there should also be a maritime representative on the sub-committee, **the President** said that he thought it would be a mistake to look upon this from a sectional point of view, particularly since the R.L.E.A. had already indicated that it would endorse the idea of a maritime representative on the Executive. The sub-committee would meet immediately. (At this point the General Secretary left the platform.) The President said that the next item would be the proposed resolution on trade union rights in Japan submitted by three Japanese affiliates.

K. Takeda (Japanese Municipal Transport Workers' Federation) presenting his Federation's resolution on trade union rights in Japan, thanked the Executive Committee of the I.T.F. and its affiliated unions for their efforts, in collaboration with the I.C.F.T.U., to secure trade union freedom in Japan. However, Japanese workers in nationalized industries had not yet secured their fundamental trade union rights, even though the Government, under international pressure, had decided to ratify the I.L.O. Convention on Freedom of Association and Protection of the Right to Organize (No. 87). But legislation covering nationalized undertakings was now being introduced which was ostensibly directed at observance of the terms of I.L.O. Convention No. 87 but which would in fact nullify the effects of any ratification of that Convention. These measures would include amending laws on labour

relations in public enterprises to enable those who were not employed in such undertakings to become members of the union catering for that enterprise. Restrictive measures attached to this would: prohibit anybody, including employees of nationalized undertakings, from instigating strike action; oblige union leaders to check such action; punish any union or group of people found guilty of such action and punish with equal severity any accessory to such action; prohibit employees of nationalized undertakings from becoming full-time union officials; and prohibit employees considered as representing the interest of the enterprise concerned from joining the union to which the rest of the employees belonged.

Other legislation provided that central and local Government employees could join unions in the same way as employees in publicly-owned undertakings. But restrictive measures attached to this would prohibit the "check-off" system, limit the number of union representatives at negotiations and oblige negotiators to discourage complaints from members and see that their members worked well, so that the employers could refuse to negotiate on the pretext that the union negotiators had not been observing this provision; and would apply to central and local government employees the same restrictive measures as outlined for employees of public undertakings.

Bro. Takeda said that the provision that employees of an undertaking might not take up full-time work as union officials might look strange, since in other countries trade union officials did not normally continue to work in the industry concerned. But in Japan it was very serious because a union officer who failed to be re-elected would find it extremely difficult to be re-employed in the same industry. The low wages of Japanese workers prevented them from being able to pay enough in union dues to guarantee a living to retiring full-time trade officers. It was a real sacrifice for a man to take up full-time trade union work because he had to give up his employment altogether, perhaps for good. This legislation was a step towards the destruction of the trade union movement by making it difficult for unions to obtain good leaders. The provisions for collective punishment if a union or its members conspired, to instigate strike action were also aimed at weakening and even destroying trade unions. The Japanese workers were determined to continue their fight against such repressive measures and appealed to I.T.F.-affiliated unions throughout the world for support and encouragement of whatever kind they could give.

Bro. Takeda ended by saying that he would like to add a clause to the resolution, to be added before the last two paragraphs:

"Furthermore, as the Japanese Government has already ratified the I.L.O. Convention No. 98 in 1953, the legislation should be brought into conformity with this Convention No. 98 in order to protect the trade union rights, apart from the ratification of I.L.O. Convention No. 87."

The President asked Congress to vote on the Japanese resolution, and it was carried.

The President stated that from now on resolutions to be considered were related to the sectional reports and would be taken in conjunction with the reports.

After an introduction by **H. W. Koppens** (rapporteur) the *Report of the Road Transport Workers' Sectional Conference** was put to the vote and approved.

L. White (I.T.F. Secretariat) then presented the *Report of the Civil Aviation Section Conference**. He said that he only wished to comment on two points. Mention was made on page 2 of the report of relations with other international organizations. We might have to extend these contacts in connexion with a grave situation affecting flight engineers in Scandinavia. With regard to the forthcoming I.L.O. Civil Aviation Conference, he pointed out that this would be the first time that civil aviation questions had been considered within the I.L.O. on a tripartite basis and it was hoped that the conference would bring real progress in relation to conditions of employment in the industry. He moved acceptance of the Report.

The difficulties mentioned regarding flight engineers in Scandinavia arose out of the fact that many airlines wanted to operate aircraft on a different basis from that laid down in I.T.F. policy which called for the utilization of specialist crew members. In order to draw maximum attention to the safety and economic operating considerations involved, the Section had adopted the attached resolution on the subject, which he asked Congress to approve.

R. Lapeyre (French Federation of Transport and Public Service Workers) said he wished to make it quite clear that the I.T.F. sub-committee referred to on page 4 of the Report would be composed of representatives of the national organizations interested in the I.L.O. Civil Aviation Conference. That meant that the list of members given in the Report was not final but that the I.T.F. would have to ask national unions to designate delegates to participate in the preparations for the Conference.

M. Quill (Transport Workers' Union of America) said that his organization was very interested in this Report because they had more than 25,000 airline members. In the T.W.U. they had seen the industry change from the DC-3 to the present giant Boeing 707 with its carrying capacity of 149 passengers and more. They had seen the flying time from New York to London reduced to 6 hours or less. The same situation existed throughout the world. There was a revolution taking place in the civil aviation industry and we must take account of developments in it. Where once the T.W.U. had been content to have a 48-hour week for ground personnel they now had a standard working week of 40 hours for ground staff and much shorter hours for cabin and cockpit personnel. If we were to keep up with developments we had to concentrate on negotiating contracts for a working week of 35 or 30 hours. The best possible use should be made of both the I.T.F. and I.L.O. Conferences.

J. G. K. Gregory (U.K., Merchant Navy and Air Line Officers' Association) heartily endorsed the remarks of the previous speaker. He said that a major problem would be discussed at the I.L.O. Conference and he would like to give a practical example of this. On his way to Congress he had met an air hostess who had appeared very tired and when he had asked her why she had told him that it was

* See pages 267 and 270.

because of the long hours of flying which she had to carry out in the performance of her duty. There was a great danger from the lack of effective control on hours of duty in aviation and he looked forward to the preparatory meetings and hoped that the I.T.F. would be able to come to a decision to make a determined stand in Geneva.

The President then put the report to the vote and it was approved.

R. Dekeyzer (Belgian Transport Workers' Union) presented the *Report of the Dockers' Section Conference** and announced the additional names submitted for election to the Dockers' Section Committee since the circulation of the Report on the Conference: T. O'Leary (Great Britain); E. Borg (Denmark); H. Hildebrand (Germany); N. Peterson (Sweden), with E. Larsson as substitute; M. A. Khatib (Pakistan); and R. Dekeyzer (Belgium) with G. de Crom as substitute.

The resolution introduced by the Railway Labor Executives' Association protesting against the Trujillo dictatorship in the Dominican Republic had been referred back to the Resolutions Committee who had then referred it to the Joint Conference of Seafarers and Dockers.

The report which included a resolution on the handling of soot was then carried.

L. White (I.T.F. Secretariat) introduced the *Report of the Joint Conference of Seafarers and Dockers**. With regard to the resolution on the Dominican Republic submitted by the Railway Labor Executives' Association, the Joint Conference had preferred to reaffirm the resolution on the same subject adopted by the I.T.F. Executive Committee in London on 5 and 6 April, 1960, and the I.C.F.T.U. Executive Board Resolution adopted at their meeting 27 June to 2 July 1960.

P. Hall (Seafarers' International Union of North America) said that there had been a great deal of discussion about the question of action against the Dominican Republic. There had been three resolutions, one from the R.L.E.A., one from the I.T.F. and one from the I.C.F.T.U. After consultation with groups having a vital interest in this question, he proposed to present a new resolution to be considered by Congress as an emergency resolution, condemning the infringement of democratic trade union rights by the régimes in Cuba, the Dominican Republic and Paraguay. He thought that Congress should adopt this resolution since the I.T.F. had not yet taken a firm position. All organizations affected by the issue had already been consulted and it was important to clear up the present confusion on the issue.

The President pointed out that Congress was in a difficult situation. If the Latin American countries had wanted to include other Latin American régimes they could have submitted the resolution to the Executive Committee.

T. O'Leary (British Transport and General Workers' Union) agreed with the sentiments expressed by the previous speaker but there was a proper way of conducting conferences of this kind. Like everybody else here, he abhorred dictatorships of any kind, Right, Left or Centre, and he was prepared to give physical support to these feelings if necessary. Nevertheless, the Joint Conference had felt that by reiterating

* See pages 273 and 277.

the previous resolution, they would be saying all that could be said. He felt that Congress would be on surer ground in accepting the recommendations made in the report of the Joint Conference. He therefore supported the adoption of the Report.

N. Metslov (Estonian Seamen's Union in exile) said that his union had no objection to the resolution against dictatorships in Latin America. But he wanted to stress that, although his union was a symbolic link between the free world and those countries oppressed by the communist terror, they had not come to Congress asking for any resolutions expressing sympathy. His people were oppressed but it was only a question of time before the result would be seen of the competition between communism and the free world. But he wanted to point out that if Congress adopted a resolution condemning the Fascist dictatorships only, we should be running the risk that peoples behind the iron curtain thought that the I.T.F. was not opposed to communist dictatorship. The dictatorship in the Dominican Republic, the South African régime and Franco's régime in Spain were all indeed terrible. But the régimes in the countries controlled by Moscow were also terrible. A resolution condemning any particular dictatorship should also condemn all dictatorships.

L. White (I.T.F. Secretariat) in replying, said that he did not think that there was anybody at the Congress who did not sympathize with Bro. Metslov's views. The I.T.F. had many times recorded its condemnation of communist régimes. In this instance various Latin American affiliates had reported the development of a very serious situation which gravely threatened trade union freedoms. This situation meant that there was a special reason for condemning dictatorship in this particular area and he therefore hoped that Congress would support the resolution.

The President said that if the Latin American delegates wanted a separate resolution covering all Latin American dictatorships they could table a motion to be forwarded to the Executive Committee in its capacity as Standing Orders Committee.

The report of the Joint Conference of Seafarers and Dockers was then adopted. Discussion of the Reports of the Seafarers' Fishermen's and Railwaymen's Conferences and of the Joint Conference of Railwaymen and Road Transport Workers was postponed until the texts of the Reports were available in all languages.

The President then turned to Item 11 on the Agenda. *Affiliation Fees*. He pointed out that the reasons for the Proposal to increase the standard rate of affiliation fees to sixpence per annum per member of affiliated organizations submitted by the I.T.F. Executive Committee had been adequately set out in the sponsor's comments and therefore required no further comment from himself.

There were no speakers and adoption of the proposal was moved from the floor by the R.L.E.A. delegation.

The proposal was then put to the vote and carried.

The President then adjourned Congress in Session to await the Report of the Sub-Committee dealing with the R.L.E.A.'s proposals on memberships of the Executive Committee.

When Congress resumed, **Ph. Seibert** (Rapporteur) said that the sub-committee had examined the two proposals made by the R.L.E.A. and had tried very hard to find a solution. The first R.L.E.A. proposal attempted to legalize the existing situation, but the sub-committee felt that it could not be accepted because it would have an effect on the position of other countries. If it had been accepted, every subsequent Congress would be faced with proposals to amend the Constitution which would be a logical extension of this one. Similar considerations applied to the second proposal. It had been appreciated that the U.S. delegates were anxious to give an active expression to their recognition of the importance of the Executive Committee and to promote I.T.F. activities in the less-developed regions. Congress had already decided to increase affiliation fees in order to step up such activities and enable the I.T.F. to carry out its work more effectively. Therefore the sub-committee recommended that Para. 5 Rule VIII of the Constitution should be amended in order to provide for the cooptation of up to 8 coopted members from the regions. This would be in line with the proposal by the U.S. delegation and would also be very useful to the work of the I.T.F. It would also make possible the withdrawal of the two alternative R.L.E.A. amendments.

E. J. Hickey (U.S. Railway Labor Executives' Association) said that in view of the unanimous recommendations of the sub-committee the R.L.E.A. withdrew its proposed amendments and urged support of the sub-committee's recommendations.

P. Hall (Seafarers' International Union of North America) supported the previous speaker but said that he did so with some regret. Nevertheless some progress had been made towards getting the type of representation which they thought necessary.

The President said that having regard to the nature of the sub-committee's report and the R.L.E.A.'s withdrawal, he would ask Congress whether it could dispense with a card vote.

Congress then approved the recommendation by a show of hands.

The Session was then adjourned.

Thursday, 28th July, 1960

Afternoon Session

The President announced the names of those who had been nominated for the General Council as follows:

<i>Country and groups</i>	<i>Members</i>	<i>Deputies</i>
EUROPE		
1. Austria (1)	J. Matejcek	W. Svetelsky
2. Belgium, Luxembourg, Netherlands (3)	R. Dekeyzer (Belgium) H. J. Kanne (Netherlands) J. Leurs (Luxembourg)	P. Potums (Belgium) C. W. van Driel (Netherlands) J. Geldof (Belgium)
3. Denmark, Faroes, Finland, Iceland (3)	G. W. Widing (Finland) E. Borg (Denmark) C. Oldager (Denmark)	S. Koutio (Finland) B. Jensen (Denmark) E. Rasmussen (Denmark)
4. France (1)	F. Laurent	R. Lapeyre
5. Germany (4)	Ph. Seibert F. Schreiber A. Kummernuss H. Hildebrand	F. Eichinger Miss L. Raupp H. Steldinger W. Birnbaum
6. Great Britain, Ireland (4)	F. Cousins S. F. Green W. J. P. Webber Sir T. Yates	A. H. Kitson W. J. Evans J. V. Bailey D. S. Tennant
7. Greece (1)	M. Petroulis	C. Stathopoulos
8. Italy, Malta (2)	E. Semenza B. Carella	A. Cilia (Malta) L. Morra
9. Norway (1)	G. Hauge	K. Kjønikesen
10. Sweden (1)	S. Klinga	G. Kolare
11. Switzerland (1)	H. Düby	E. Hofer
NEAR EAST		
12. Israel (1)	Z. Barash	W. Dalman
AFRICA		
13. Egypt, Sudan, Tunisia (1)	M. Hellal (Tunisia)	A. Osman (U.A.R.)
14. Ghana, Nigeria (2)	Vacant	Vacant
15. Kenya, Uganda, Tanganyika, Zanzibar, Rhodesia, Nyasaland, Mauritius, South Africa (2)	S. J. Katungutu O. P. Pathak	
ASIA		
16. Japan (2)	T. Nishimaki M. Kurumada	
17. Ceylon, Hongkong, India, Aden (1)	J. D. Randeri (India)	Chang Tou Min (Hongkong)
18. Indonesia, Pakistan, Philippines, Korea (2)	M. A. Khatib (Pakistan) R. A. Santoso (Indonesia)	Lee Ki Choll (Korea) R. S. Oca (Philippines)
AUSTRALIA		
19. Australia, New Zealand (1)	A. Archibald (Australia)	T. Duffy (Australia)

LATIN AMERICA AND CARIBBEAN

20. Argentina, Brazil, British Guiana, British Honduras, Chile, Colombia, Costa Rica, Cuba, Ecuador, Honduras, Nicaragua, Mexico, Panama, Paraguay, Peru, Uruguay, Venezuela	(4)	H. Alonso (Argentina) M. L. de Oliveira (Brazil) V. Conde (Colombia) F. Taboada Alegre (Peru)	A. A. di Santo (Argentina) A. G. de Castro (Brazil) E. Jaquin (Colombia) M. del Portal (Peru)
21. Barbados, Grenada, Jamaica, St. Lucia, Trinidad	(1)	Vacant	Vacant

NORTH AMERICA

22. Canada	(2)	F. H. Hall W. J. Smith	Ch. Smith D. N. Secord
23. United States	(4)	M. Quill A. E. Lyon R. C. Coutts H. C. Banks	J. Horst T. L. Howieson E. J. Hickey P. Hall

UNDERGROUND AND EXILED UNIONS

24. Estonia, Poland, Spain	(1)	A. H. Vizcaino (Spain)	N. Metslov (Estonia)
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The President reminded Congress that Bro. P. Hall, in dealing with the Report on the Joint Seafarers' and Dockers' Conference had referred to a proposed resolution on the infringement of trade union rights in the Dominican Republic, Paraguay and Cuba. He then called upon **P. Hall**, who read the text of the resolution.

This was then put to the vote and carried.

Congress then adopted the list of nominations for the General Council, and those named above were thus elected.

The President then announced the nominations for the *election of the Executive Committee*. Since there were two nominations from Great Britain, namely Bro. Cousins (T.G.W.U.) and Bro. Greene (N.U.R.) it would be necessary to take a card vote.

In the voting Bro. Greene received 2,111,000 votes as against 1,787,600 votes cast for Bro. Cousins, and there were 87,600 Abstentions. Bro. Greene became the British Nominee.

P. Hall (Seafarers' International Union of North America) drew the attention of Congress to Rule VIII of the I.T.F. Constitution which stated that the elected members of the Executive Committee should number at least one fourth of the elected members of the General Council, but should not be less than seven. It did not state any maximum number, only a minimum, and he therefore thought, that the President would be acting perfectly in order if he ruled that the Executive Committee should number 12 rather than 11 members. Furthermore, the question of disregarding fractions was open to interpretation. It seemed to him that anything that could be done within the framework of the organization to increase the membership and representation of the Executive Committee was certainly for the betterment of the I.T.F. The Constitution should not be used to keep representation down, but to keep it up.

The President remarked that Bro. Hall had suggested that he should make a ruling. He wanted to remind Congress that Congress itself had already given a ruling. Congress had adopted the recommendations by the Executive Committee on the composition of the General Council. It was not a question for him to give a ruling on. Congress had already decided it.

The President then said that he now understood that Bro. M. A. Hellal of the Tunisian Railwaymen's Federation was to be added to the list of candidates for direct election to the Executive Committee. There were 14 candidates for 11 positions. Since, according to the Constitution, not more than half of the members of the Executive Committee could come from any one section, this meant that of the eight railwaymen's candidates only five could be elected. The six non-railwaymen, R. Dekeyzer (Belgium), H. J. Kanne (Netherlands), G. Hauge (Norway), S. Klinga (Sweden), M. Petroulis (Greece) and Z. Barash (Israel) were thus already elected.

Congress then voted to elect the remaining five members of the Executive Committee. The eight candidates were:

Ph. Seibert (Germany), A. E. Lyon (U.S.A.), H. Düby (Switzerland), S. F. Greene (Great Britain), J. Matejcek (Austria), F. Hall (Canada), F. Laurent (France), M. A. Hellal (Tunisia).

The following nominations for the Management Committee were approved by Congress:

D. S. Tennant, W. J. P. Webber, Sir T. Yates and W. J. Evans.

The following nominations for the Committee of Auditors were approved by Congress:

C. W. Evans and R. C. Gunter.

The Session was then adjourned.

Friday 29th July, 1960

Morning Session

The President announced the result of the card vote in the election of the Executive Committee (railwaymen members). Those elected and the number of votes cast were:

A. E. Lyon (United States) (2,981,800).

F. Laurent (France) (2,282,400).

F. H. Hall (Canada) (2,189,400).

H. Düby (Switzerland) (1,839,600).

Ph. Seibert (Germany) (1,733,300).

W. J. Hickey (U.S. Railway Labor Executives' Association) pointed out that not all the persons elected had received a majority of the votes cast, and quoted Standing Order No. 5 and Rule VI, Section 8 of the I.T.F. Constitution, which, he maintained, indicated that a fundamental requirement of the Constitution was that no member could be elected to the Executive Committee unless he had received a majority vote from the delegates to the Congress; on the basis of a "plurality vote" only three of those nominated had received a majority on the first ballot. The vote should be continued until the others had received the required number of votes.

The President said that he had indicated the normal procedure to be followed before the voting took place. That procedure had been followed. *The persons named had been elected.*

P. Hall (Seafarers' International Union of North America) challenged the President's decision.

Congress upheld the President's ruling.

The President then called upon Bro. F. Laurent to speak for the Executive Committee on *Item 12 (E) of the Agenda: Election of the General Secretary.*

F. Laurent (Executive Committee rapporteur) said that it would be remembered that at the beginning of Congress the announcement of the General Secretary's resignation had given rise to discussion which had led to the tabling of two proposals: the first by Bro. Kummernuss of the Oe.T.V. and the second by Bro. Greene of the N.U.R. These had been referred to the Executive Committee together with certain comments made by other colleagues who had expressed the wish that the Committee should make a recommendation regarding the new General Secretary. After considering the Oe.T.V. proposal, the Executive Committee had come to the conclusion that this would not be in the interests of the I.T.F. and would therefore like to ask the German union to withdraw it. So far as Bro. Greene's proposal was concerned, however, they had come to the conclusion that this would be likely to secure acceptance by Congress. They had decided to leave to Congress all its prerogatives relating to the election of the General Secretary, but in line with the wishes expressed by Congress itself they had tried to recommend as successor to Omer Becu a man who would be fully capable of carrying out the duties involved. In consequence, they were unanimously recommending that Bro. P. de Vries be elected. Bro. de

Vries was a man who was very well known in the I.T.F. as a whole and had been very active both at national and international level within the I.T.F. for many years. They believed that because of his experience he was eminently capable of carrying out the duties of General Secretary.

At the same time, they wished to recommend to the new Executive that it should appoint two Assistant General Secretaries, namely Bros. Imhof and White. They hoped that Congress would ratify these recommendations unanimously because they considered this to be the best solution and the one most likely to ensure continuity in the work of the Secretariat. They therefore hoped that Bro. de Vries would be unanimously elected and that the Assistant General Secretaries would work with him as a team.

The President then invited speakers on the Executive Committee's recommendation.

M. Trana (Norwegian Railwaymen's Union) speaking on behalf of the entire Scandinavian delegation said that they felt Congress should proceed to a vote on the General Secretaryship. They had complete respect for Bro. de Vries and recognized the work which he had done, but they had some difficulty in accepting the Executive's proposal 100%. They therefore asked Congress to reject it and afterwards to proceed to the election.

J. S. Thore (Swedish Seamen's Union) said that when the Executive Committee had been asked to make a proposal they had expected that the proposal would be a good one. They had hoped that it would have examined the possibility of finding a young and active man but unfortunately it had been unable to find such a man. The Scandinavian group had nothing against Bro. de Vries. He had been an active trade unionist in his country and also internationally. But he had been retired from his organization on reaching the age limit and Bro. Thore thought that he should be enabled to enjoy his later years in peace. He could not understand how it could be suggested that a retired man should be asked to assume the enormous task which the General Secretary of the I.T.F. had to undertake. He understood, of course, that the Executive's recommendation would have to be rejected before a further nomination could be made. He therefore asked Congress to do so in order that it would have an opportunity of electing a younger man.

T. Sonstebj (Norwegian Seamen's Union) said that he and many other of the Scandinavian group would have preferred to have Bro. White as General Secretary, but the delegation as a whole would rather have Bro. Imhof than Bro. de Vries as a temporary caretaker. It was agreed by all of them that the General Secretary of the I.T.F. should ideally be a seafarer because of the special interest of the seafarers in the I.T.F. Bro. de Vries was a seafarer and a good trade unionist, but he was already pensioned by his union and Bro. Sonstebj did not think that we should ask him to act as General Secretary. He was an ideal man as Director of Regional Activities and should remain in that position.

High tributes had been paid to Bro. Becu and he agreed with them, but he was far from agreeing with his attitude in leaving the I.T.F. Only

recently Bro. Becu had assured him that he would remain with the I.T.F. whatever happened. Now he had surprised them all by resigning with a very short period of notice just like any other employee. It had put them in a very difficult position because they had had no time to make up their minds properly. He was not against Bro. de Vries, who had done a good job, but he had a feeling that this was a manoeuvre by a few people to force Congress into a certain position. If Bro. de Vries were chosen as caretaker he would undoubtedly have a great influence in the choice of a permanent General Secretary.

I.T.F. machinery was extremely complicated. In his opinion it needed to be modernized and given a new look. As things stood, the Rules were familiar to some but extremely unfamiliar to others, and there was much to be said for the American complaints on this subject. Bro. Sonstebly suggested the creation of a Committee whose task it would be to revise the Rules altogether, as they definitely needed to be brought up to date. The election of the Executive Committee had shown this very clearly. The Rules could not be amended now, but should be later. He said that an Election Committee should be set up at the beginning of Congress and should recommend to Congress candidates for the posts of General Secretary and Assistant General Secretaries, candidates for Management Committee, Executive Committee, etc., and should work in collaboration with the outgoing Executive Committee and delegates. He thought it was wrong that the Executive Committee should act in this capacity.

The Scandinavian group proposed Bro. Hans Imhof as General Secretary, and recommended that the new Executive Committee should appoint Bros. White and Santley as Assistant General Secretaries. Bro. Sonstebly repeated his proposal on the revision of the I.T.F. Rules.

Finally, he thanked the President for his conduct of the proceedings of Congress and said that all his Scandinavian friends regretted the outcome of the election to the Executive Committee.

J. Curran (U.S. National Maritime Union) supported the Executive Committee recommendation. He wished to take the opportunity of dissociating the N.M.U. delegation from the actions of the American delegations either that morning or on the previous day. They had not been consulted nor had their opinion been asked. He commented on the fact that the other American delegations had been invited to a reception at the American Embassy, but obviously the N.M.U. was not American because it had not been invited. However, he did not consider this an insult; perhaps it was due to his known Democratic sympathies—the Ambassador might be a Republican and therefore have eliminated the Democrats.

It was an extremely serious time in the life of the I.T.F. Recalling his recent visit to the Soviet Union, he commented that there was no difficulty with Executive organization, rules and machinery there. Some might say this was not democracy, but in his view it was at least not anarchy. He was disappointed by the Congress. He had hoped for a glowing reaffirmation of what the I.T.F. stood for in regional affairs, and of its unity of action in the international struggle. He had found what he could only describe as selfishness and sectarianism without internationalism in the voting. Some delegates decided to vote the President out of office, and later voted against their earlier choice for the Executive.

His aim was not to join in internal squabbles but to fight the outside enemy—communism. A disunited I.T.F., unable to elect a successor to its departing General Secretary, would be a laughing stock and a propaganda point for the communists in its lack of programme and unity. Congress had passed pious resolutions but had done nothing else to advance the fight against communism. Government policies might be weak and uncertain, but the I.T.F. should know where it was going. It was essential for this Congress to reach an unanimous decision on the election of the new General Secretary, otherwise the organization might as well fold up. The recommendation of the Executive Committee had been unanimous and it was also the recommendation of the General Secretary, a man having full knowledge of the difficulties, that the team to look after I.T.F. affairs should be constituted in the way Bro. Laurent had described. Many delegates had spent unusual time describing the General Secretary's good points, his achievements and had given him a vote of confidence. Surely Congress could accept his recommendation, as a token of that confidence.

The N.M.U. would support the I.T.F. as long as it was an international federation working in the best interests of existing trade unions and to build them where none existed. It must not, however, become solely the tool of the politically-minded. He called on Congress to give unanimous support to the Executive Committee recommendation, and so repair the damage to the I.T.F.'s prestige.

H. Hildebrand (German Public Service and Transport Workers' Union) expressed pleasure at the closeness of the Executive Committee's recommendation to the proposal put forward by his own union. Only one name was different. He thought that Bro. Sonstebj's remarks about manoeuvring had little substance and that it was somewhat disingenuous to praise Bro. de Vries's work for the trade union movement and then go on to say he did not have the qualities required for the post for which the Executive Committee had unanimously recommended him. That unanimous recommendation should have the unanimous support of Congress. On the other hand, he thought that the interval between Congresses should not be extended to three years at this Congress. Bro. de Vries should be left to look after the work of the I.T.F. for the next two years. At the end of that period, it would be possible to examine the work of possible successors at the Secretariat and any nominations that might have come in for the post in the meantime. It would then be possible for the next Congress, General Council and Executive Committee finally to fill the gap left by the departure of Omer Becu.

W. Padley (G.B., Union of Shop, Distributive and Allied Workers) said that he was making his first speech at an I.T.F. Congress. He wished to emphasize the I.T.F.'s responsibilities in the free trade union world. Today's decision would be a vital one for I.T.F. affairs in the next two years. It was now late in the Congress and he felt that the Executive Committee's recommendation should be accepted. He asked the Committee, however, to emphasize the temporary "caretaker" nature of the appointment and that active steps should be taken to provide the I.T.F. with young, vigorous, dynamic leadership. He referred to the great personality of Edo Fimmen, whom he himself had first met at the age of 17, and with whom his contacts had been in the political rather than in the industrial field, and called for a return to the brotherhood of those days

and for free and equal partnership between the American labour movement and the other labour movements of the world in the I.T.F. and the I.C.F.T.U., without the use of the big stick. Dissension opened the door to communism. He asked Congress to accept the Executive Committee proposal and repeated his call for a strong, virile leadership.

P. Hall (S.I.U.N.A.) recalled that, in an earlier session, he had supported a British delegate on the proposed appointment of a "caretaker", the decision to be taken before the end of the present Congress. This he had done not only in support of the Executive Committee but because it seemed the logical thing to do. He was in favour of disagreements as the prerogative of democratic procedure. The N.M.U. delegation's visit to the Soviet Union had been against the decision of the national labour centre that no trade union officials should visit there. If Bro. Curran's action was proper in his membership's view, then the visit had been the right thing to do. Bro. Curran should also practice what he preached on other fronts.

By the same token, delegates were entitled to advance alternative candidates. He personally supported the Executive Committee recommendation but he thought that the Scandinavian groups should not be prevented, by the veto of a mechanical majority, from exercising its right to put forward an alternative candidate for this important post. The I.T.F. would not collapse because of disagreements about the Executive Committee and the General Secretary. They were the best indication that the I.T.F. was part of a free international labour movement. After the earlier disagreements, however, he thought there was room for a new set of procedures.

M. Trana (Norwegian Railwaymen's Union) regretted that the Scandinavian proposal to reject the Executive Committee recommendation had led to such heated discussion. He emphasized that the Scandinavian unions were, and would remain, faithful to the I.T.F. and would therefore abide by the majority decision.

F. Laurent (Executive Committee Rapporteur) replying for the Executive Committee, said that he was pleased that this report had caused discussion. He thanked Bro. Hildebrand for withdrawing his union's original proposal, and said that his Scandinavian colleagues had every right to express their opinions. Congress must elect the General Secretary as was its right. On the other hand, it would have to be left to the incoming Executive Committee to appoint one or more Assistant General Secretaries and to examine the Standing Orders with a view to their clarification. The unanimous adoption of the Executive recommendation would help towards continuity and smooth working in the period between now and the next Congress, and he appealed to Congress to show its confidence by ratifying the recommendation.

The President said that the Executive Committee recommendation was before Congress for endorsement or rejection. According to procedure it would have to be rejected before other names could be put forward. He added that Bro. Imhof had expressed the opinion that the Executive Committee proposal should be accepted.

A card vote was then taken on the Executive Committee recommendation, and later the result was announced as follows:

<i>For the E.C. recommendation</i>	3,492,400
<i>Against</i>	575,200
<i>Abstentions</i>	400
<i>Void</i>	16,000

The President called on Bro. R. Laan to present the *Second Report of the Resolutions Committee**.

R. Laan Jr. (Rapporteur) outlined the new draft resolution on working hours, which the Resolutions Committee unanimously asked Congress to adopt.

Congress then adopted the Second Report of the Resolutions Committee.

The President then called upon Bro. Dekeyzer to introduce the *Report of the Fishermen's Conference**.

R. Dekeyzer (Belgian Transport Workers' Union) described the Fishermen's Section as the Benjamin of the I.T.F. Sections. Fishermen in most countries worked small vessels and crafts, and were not able to organize in strength on an industrial basis. Their social conditions were minimal and international safety at sea regulations did not cover them. He urged the transport, railway, and port workers and seafarers affiliated to the I.T.F. to assist in getting government action on the recently adopted I.L.O. Fishermen's Conventions.

Congress then adopted the Report.

H. Düby (Swiss Railwaymen's Federation) then presented the *Report of the Joint Conference of Inland Transport Sections**.

This was adopted.

R. Freund (Austrian Railwaymen's Union) presented the *Report of the Railwaymen's Section Conference**.

B. Majumder (National Union of Seamen of India) opposed the resolution on the strike of Indian railwaymen put forward by the All-India Railwaymen's Federation. He said that consideration should be taken of events in India and in particular of Chinese aggression on Indian territory before the I.T.F. protested as an international body against the Indian Essential Services Maintenance legislation. He had been in India at the time of the strike, and the Government's action had popular support, the strike being communist-inspired. He asked for withdrawal or re-wording of the resolution.

R. Freund (Austrian Railwaymen's Union) said that he could only add that this resolution had been decided upon unanimously after careful consideration by the Resolutions Committee, and that therefore there was no need to change it. It would be examined by the Executive Committee later.

Congress adopted the Report and resolutions.

P. Hall (Seafarers' International Union of North America), in the absence of Bro. D. S. Tennant, introduced the *Report of the Seafarers' Conference**.

* See pages 279, 280, 282, 285 and 289.

Bro. Hall thought it appropriate to begin by expressing gratitude to the retiring Chairman, Bro. Sir Thomas Yates, who would shortly be resigning as General Secretary of the British National Union of Seamen. Sir Thomas had been extremely active for many years and he was one of the great products of the international trade union movement.

The question of freedom of navigation, with special reference to the unilateral action of the United Arab Republic (U.A.R.) in connexion with the Suez Canal deserved special attention because it had been dealt with by both the Section and a special sub-committee of the Section. Bro. A. Osman (Mercantile Navy Staff Syndicate, Alexandria) had urged that the question of freedom of navigation through the Suez Canal could not be divorced from the wider political issues which were involved, and as a result, he had reserved the right to take up a different position when the rest of the sub-committee agreed to submit a draft resolution to the full Section. This draft resolution urged the U.A.R. government to honour its international undertakings by renouncing action against ships in the Suez Canal, called upon affiliates to make representations to the U.A.R. Government on this matter and to urge their respective governments to make such representations and suggested that affiliates should keep the Secretariat informed on developments and that the Secretariat in turn should keep the affiliated unions informed. A further stipulation recommending joint action by affiliates on a broad and joint basis, where necessary and possible, had been amended when the full Section adopted the resolution. The last paragraph of the amended resolution authorized the Executive Committee, in the event of affiliated unions reporting failure of individual representations, to take steps to achieve the objective by means of joint action by affiliates on the broadest possible basis. Four delegates had voted against the resolution. An alternative text proposed by the U.A.R. delegate had been rejected.

There had been full and lengthy discussion on all the other items included in the report: the Washington governmental meetings; the resolution on the Dominican Republic which had been referred to the Joint Dockers' and Seafarers' Conference; the question of European seamen being displaced by Chinese and other Asian seamen in the Far East trade; the new International Seafarers' Charter (a proposed text of the preamble to the Charter and of certain paragraphs in Chapter I had been adopted); the work of the Special Seafarers' Section; proposals by Bro. Hall for holding an I.T.F. conference in the Latin American region and for appointing an I.T.F. representative to deal with maritime affairs in the North American Region; and proposals sponsored by the British Merchant Navy and Airline Officers' Association and the All Japan Seamen's Union, the first calling for rest periods to be granted to watch-keepers before sailing, the second calling for the holding of a Second Asian Regional Conference of the I.L.O. Both of these last resolutions had been adopted and included in the Section Report.

A. Osman (Mercantile Navy Staff Syndicate, Alexandria) said that he had done his best at the Section Conference to connect the problem of navigation in the Suez Canal to other problems and it should therefore be referred with them to the United Nations Organiza-

tion. The restrictions on freedom of navigation in the Suez Canal were necessary for the security of his country, for the safety of operation in the Canal, for which his country was responsible, and the restrictions were not aimed at seafarers, dockers or any other workers. The speaker objected to blacklisting of ships of his country and regretted that the seafarers had not adopted a constructive approach but gone in for political propaganda. The resolution as it stood would be interpreted as interference in the internal affairs of his country and the Arab workers would feel that they were being discriminated against.

A. Khalil (Aden General and Port Workers' Union) said that he supported the freedom of navigation in the Suez Canal but that he had opposed it in the Section Conference because it was only a question of the freedom of Israeli vessels. The I.T.F. ought to study both sides of the question. If the vessels of certain I.T.F. affiliates had been blacklisted, this matter could have been brought before the Section. He recommended the adoption of the Report, leaving out this resolution, and proposed that a sub-committee should be set up to examine cases of blacklisting. Otherwise the I.T.F. would have shown itself one-sided and would give a weapon to rival trade union bodies to harm I.T.F. and the cause of international trade union solidarity. He asked the Secretariat to take note of his dissent from the resolution.

E. Berthelsen (Danish Ships' Firemen's Union) said that this was an important question for all transport workers, not merely seafarers. There were over 400 ships blacklisted at present and ships had been tied up for months and months. In the case of the Inge Toft, Danish seafarers had suffered great hardship. For seafarers it was essential that they were free to sail anywhere in the world where the shipowners wanted them to go. The struggle between the U.A.R. and Israel was no concern of the seafarers. It was a matter for the United Nations. If Congress really wanted to support the seafarers it should adopt the entire report. The government of the United Arab Republic and any other government would thus be made aware of the fact that the seafarers' unions affiliated with the I.T.F. were ready to defend freedom of navigation, and their livelihood by taking joint action if necessary.

M. Hellal (Tunisian Railwaymen's Federation) said that freedom had limitations, and had to stop at the point where it interfered with the freedom of others. All in Tunisia were convinced that there was freedom of navigation in the Suez Canal except for Israeli vessels and that these restrictions were justifiable because Israel and the U.A.R. were still at war with each other. The way to restore complete freedom of navigation was to bring an end to the war. He supported the resolution because he supported freedom anywhere. But he requested Congress to withdraw two paragraphs implying that these restrictions were not limited to Israel and that Israel and the U.A.R. were not at war.

The President remarked that this had all been debated before in the Section Conference and urged delegates to be brief.

Z. Barash (Israeli Seamen's Union) said that this question affected all the transport workers. If blacklisting only applied to Israeli vessels why, he asked, were there 427 vessels on the list, 77 of them from the United Kingdom. It was an international problem and had therefore been brought to the Seafarers' Section. It was not a political matter.

He did not represent the Israeli government. He represented his union, and the interests of seafarers were the same all over the world. If this international did not do something this would soon become a very big problem indeed. Congress had to act. Furthermore, his members were not against the seafarers of the U.A.R. The differences were between the Governments of the two countries. The workers were concerned with the same struggle for rights and their standard of living.

P. Hall (S.I.U.N.A.) said that the list of ships blacklisted had grown this year from 387 to 427. The issue affected all transport workers. It was not a political question. It affected the livelihood of seafarers wherever they came from. Everybody was sick and tired of the situation. His union thought that more U.A.R. ships should be tied up. They had done so in the past in spite of the opposition of the U.S. government. They would continue to act.

The Report was adopted.

H. Hildebrand then introduced the *Report of the Inland Navigation Conference**. Contact had been made with the Danube workers and it was intended to maintain these contacts. They were also grateful to Bro. P. Hall for his offer to supply information on the effects of the introduction of push boats.

The Report was adopted.

The General Secretary then presented the I.T.F. Gold Badge to two ladies who, he said, were worthy of special attention, Mme. Devaux, the widow of the late chairman of the Railwaymen's Section Bro. Guillaume Devaux, and Miss Thérèse Asser, who had retired last November after having served the I.T.F. for 36 years.

P. de Vries, after his election as General Secretary had been announced, said that he stood before Congress with mixed feelings. He felt grateful because Congress had honoured him by electing him to this post. At the same time they had laid a very heavy burden on his shoulders. When he had been approached and asked whether he would prefer to take on this burden, he had thought a great deal about it. For, if he had been associated with the I.T.F. almost as long as he had been in the trade union movement, that was quite another thing than being called to this honourable post in the I.T.F. He had decided at last to agree. The task before him was all the heavier because he was taking over from one whom many people at the Congress had called a great General Secretary. He would join those who had said this. Omer Becu had been his friend for nearly thirty years. He knew his character and his abilities very well.

He was aware that at this Congress there had been some confusion and quite a lot of difference of opinion. He could not agree more with Bro. Hall's remarks in this respect, and yet these differences of opinion could not be allowed to develop into outright antagonism between groups in the I.T.F. He wanted to make an appeal for the movement to go on as one united I.T.F. Only thus could it do its work in the interest of those who had put their confidence in the I.T.F. Only in this case would he be able to perform his task.

He wanted to make a particular appeal to the staff of the I.T.F. There had always been a great measure of cooperation, harmonious

* See page 298.

cooperation, in the Secretariat. He appealed for them to continue in this way, and to give him all assistance, because he would need it very much.

He could not at this moment make any concrete promises, but he would promise that he would do his utmost to keep up the high standards of the I.T.F. and not let down those who had placed their confidence in him.

The President then pointed out that there was one item which had been left over to be dealt with in conjunction with the election of the General Secretary, the proposed amendment to the Constitution No. 1, which proposed that Rule VI, Paragraph 2, should be amended so as to read: "The Congress shall meet in ordinary session every three years on dates to be determined by the Executive Committee".

A card vote had been asked for by the sponsors, the Railway Labor Executives' Association, and several other affiliates, but Bro. Coutts (R.L.E.A.) indicated that these unions were now willing to have the matter decided by a simple show of hands.

The proposal was defeated.

The President then turned to Item 13 on the Agenda, *I.T.F. Headquarters*. Although the Executive Committee had withdrawn the proposal to move headquarters to Brussels, it was still necessary for Congress to confirm that the headquarters should remain in London.

Congress confirmed this.

The President then turned to Item 14 on the Agenda, *the date and place of the next Congress*.

N. Wälläri (Finnish Seamen's Union) said that the I.T.F. had always demonstrated its international character by arranging its Congresses in different countries. Many Finnish unions had been affiliated with the I.T.F. since the 'twenties, but the I.T.F. had never so far held a Congress in Finland. He therefore wished to invite the I.T.F. to hold its next Congress in Helsinki. Finland was a pleasant country in summer. There was also a practical reason. By holding its Congress in Finland the I.T.F. could demonstrate its support for the democratic trade union movement in a country where there were strong forces against this.

The President suggested that Bro. Wälläri's invitation should be referred to the Executive Committee. *This was approved.*

G. Joustra (Veteran Guest) expressed in his own name and that of his colleagues in retirement pleasure and gratitude at being able to attend the I.T.F. Congress. He was happy at all times to be among his I.T.F. friends, in that brotherhood united by feelings of warm humanity which was doing so much for the transport workers of the world. He expressed his best wishes for the future development and prosperity of the I.T.F. and its affiliates.

Omer Becu said that now the election had taken place he would like to congratulate Bro. de Vries and assure him that he stood ready at any time with his advice if it were needed either by him or anyone else. He had already expressed his profound feelings at leaving the

I.T.F. on other occasions during the Congress. He was not leaving the I.T.F. altogether because he was staying in the trade union movement. The I.C.F.T.U. and the I.T.Ss. were, after all, part of one movement. He felt easy in his mind because he was leaving this high post in the hands of his old friend Pieter de Vries. Time would prove whether he had done the right thing but he sincerely hoped that when he attended the I.T.F. Congress as a fraternal delegate in the future he would have an opportunity of exchanging a few words on this. In conclusion he wished good luck to the I.T.F. and to Bro. de Vries.

Hans Düby said that as a representative of the host country he greatly regretted that the Congress in Berne had been under the shadow of certain unforeseeable events, but he nevertheless hoped that the delegates' stay had been pleasant. They themselves had made every effort to make Congress feel at home in Switzerland. He hoped that the clouds over the I.T.F. would rapidly disappear and that it would continue as it had always done to serve the interests of the transport workers of the world. He also hoped that delegates would have a pleasant trip home and thanked them for their visit. In conclusion he wished to say a few words of very sincere thanks to Bro. Cousins for the way in which he had conducted the affairs of Congress and to convey to him the very great sympathy of the Swiss Unions.

The President, in his closing speech, said that first of all he had to convey on behalf of himself and Congress his most heartfelt thanks to Bro. Düby and his President, Bro. Bratschi who had done so much to make the delegates' stay in Berne so pleasant. If there had been disturbances overshadowing the Congress, it was not their fault. They had done a magnificent job. Everything that could have been done, had been done. We all appreciated it.

He wished also to thank the interpreters and the staff. The Latin American delegates had approached him and asked that a special vote of thanks be given to the translators and interpreters. It had been difficult for the interpreters.

He also wished to thank Congress for assisting him to do what he had thought Congress had wanted him to do. It had been a difficult Congress, overshadowed by the knowledge that the General Secretary would be leaving and that it would be necessary to find a replacement quickly rather than devoting the longer period of time Congress would have preferred for the consideration of this question. He was glad that Pieter de Vries had taken on the task of looking after the I.T.F.

He regretted that Great Britain was not now represented on the Executive Committee. It seemed rather strange that such a large trade union centre should be without representation. He hoped that this situation would be remedied some time, but it would not be remedied by the method that he had heard was being suggested, that the President should be coopted. He wished to make it quite clear that he was not a nominee for cooption.

He was sorry that certain members of the R.L.E.A. did not like his attitude. If the R.L.E.A. wanted a President of the I.T.F. who would look at their card vote before taking a decision, they had done right in voting him out of office. because he was not prepared to do

that. They would also have some difficulty in finding any British representative on the Executive Committee who would take account of their voting strength before expressing an opinion. He also regretted that the American State Department should have thought fit to interfere in the work of the Congress. It would be difficult if Congress had to consider its decisions under the influence of political sectarianism. He himself was not anti-American. Addressing Bro. Paul Hall, the President agreed with him that it was a good thing to have rows. But they should be clean. If he had made certain enemies among those with a large number of votes, he had also preserved the friendship of those whose only asset was that they believed as he did.

It had been a difficult Congress. As President, he had been entitled to the full support of Congress, and, by and large, that is what he had got. The I.T.F. was a big body with a big job and it would be a bad thing for us to fall out with one another. Our job was to help build up democratic trade unions over the world. In saying "au revoir" to his friends and to those who might not be feeling so friendly at this moment, the President felt they were bound to meet again under somewhat pleasanter circumstances.

Congress closed at 1.50 p.m.

Reports of Section Conferences and Committee Meetings

FIRST REPORT OF THE CONGRESS CREDENTIALS COMMITTEE

Membership: Congress decided that the Credentials Committee should be composed of the following members: S. J. Katungutu (Africa) Lee Ki Choll (Asia), R. Geldof (Belgium), W. J. P. Webber (Great Britain), G. Thevenet (France), H. Smuda (Germany), V. Conde (Colombia), Ch. Smith (North America), N. Wälläri (Scandinavia). All members were present.

W. J. P. Webber was elected as the Committee's Chairman and Rapporteur.

The Committee was informed that a total of 109 organizations from 37 countries had sent 235 delegates and 37 advisers to Congress. The Committee examined the credentials of each delegation and instructed the Chairman to interview a number of delegates whose credentials might be in doubt. It was agreed that the Chairman should report the result of these interviews to a further meeting of the Committee as soon as possible.

It was noted that a small number of delegates and advisers had still to arrive.

FINAL REPORT OF THE CONGRESS CREDENTIALS COMMITTEE

Meetings and attendance: The Committee met on 20 and 21 July. All members attended the first meeting, and all but Brother Wälläri the second.

At its first meeting the Committee examined the credentials of the delegations in the light of the requirements of the I.T.F. Constitution, which lays down that only those organizations whose affiliation fees had been paid up to and including the quarter-year immediately preceding Congress are entitled to representation at Congress. The Committee further took into consideration the requirements that the number of delegates to which an organization is entitled, and its voting strength in the event of a card vote, shall be governed by its "paid-up" membership. "Paid-up" membership is defined in the Constitution as payment at the standard rate of affiliation fee. If an organization pays only a percentage of the standard rate, the number of delegates and voting strength to which it is entitled is reduced accordingly.

On the first day, 235 delegates and 37 advisers from 109 organizations in 37 countries had registered their presence. The credentials of all the delegations were examined and the Committee instructed its Chairman to interview eighteen delegations whose credentials seemed in some doubt, in all but one case because affiliation fees had not been paid.

The Chairman reported to the second meeting that of these eighteen delegations (a) seven had paid their fees; (b) two had assurances that

the fees had already been sent, in one case to London headquarters and in the other to an I.T.F. account in Paris; (c) eight had given firm assurances that fees would be paid in the near future, and had explained satisfactorily the difficulties which had hitherto prevented payment; and (d) the strength of two delegations, one of which had also been interviewed with regard to the payment of fees (see (a) above), had been adjusted. As a result of these interviews, the Chairman recommended the Committee to seat all the delegations concerned. His recommendation was accepted.

The Chairman further reported that there had been several minor changes in the names of delegates and advisers, and some had arrived after the Committee's first meeting. In no case, however, was there need for further scrutiny of credentials. As a result of the Committee's acceptance of his recommendations and of the changes to which he had referred the Committee can report the presence at Congress of:

241 delegates and 47 advisers from
110 organizations in
38 countries,

the credentials of all delegations being to the Committee's satisfaction. The *card voting strength* of the delegations, in accordance with the I.T.F. Constitution, is 4,120,500 in all.

A number of delegates and advisers who had announced their intention to attend Congress had still to arrive, by the evening of 21 July. The Committee agreed to authorize its Chairman to examine further credentials should the need arise.

A complete list of the delegates and advisers who had arrived by 21 July is to be issued as soon as possible.

W. J. P. WEBBER,
Rapporteur.

RESOLUTIONS COMMITTEE

(First Report)

Membership

The Resolutions Committee comprised: M. Hellal (Africa), T. Yamada (Asia), F. Laurent (France), H. Hildebrand (Germany), C. W. Evans (Great Britain), E. Ulbrich (Austria), H. Alonso (Argentina), R. Laan, Jr. (Netherlands), G. Weidenfors (Scandinavia), R. C. Coutts (United States) and E. Haudenschild (Switzerland). There was no nominee for the seat allotted to New Zealand.

The Committee met three times: on 21, 22 and 25 July.

R. Laan, Jr. (Netherlands) was elected as the Committee's Chairman and Rapporteur.

Proposals submitted to Congress:

- (1) The Committee agreed that all proposed *amendments to the Constitution, namely proposals 1. to 4.* should be submitted to Congress in plenary session without comment by the Com-

mittee. With regard to proposal 2, on the composition of the Executive Committee, several members expressed the view that the sponsors of the proposal, the American Railway Labor Executives' Association, would facilitate Congress's work by withdrawing one of the alternatives. To this, the United States representative replied that he had no authority to do so. However, he felt it likely that when the proposal came before Congress, the sponsors would choose which alternative they wished to move, and would withdraw the other.

- (2) The Committee agreed to refer *proposal 5 regarding affiliation fees*, to Congress in plenary session without comment.
- (3) The Committee was informed that the Executive Committee had decided to withdraw *proposal 6, regarding a change in the domicile of the I.T.F. headquarters*, since it was clear that the proposal would meet with considerable opposition. The Executive Committee had felt it unwise to incur dissension on a matter which called for near unanimity.
- (4) At its second meeting, the Committee decided to refer *proposal 7 on the establishment of a Coordination Committee to the Joint Conference of the Inland Transport Sections*. At its meeting on 25 July the Committee learned that the sponsors now wished to withdraw the proposal having received an explanation at the Joint Conference of the steps already taken by the Executive Committee on the matters with which the proposal dealt.
- (5) The Committee agreed that *proposal 8, on the reduction of working hours*, should be debated in plenary session in connexion with item 9 of the Congress agenda.
- (6) The Committee agreed that *proposal 9 on trade union rights in Japan*, should be discussed in Congress plenary session and noted that some amendments to the wording of the resolution were under consideration by its sponsors.
- (7) The Committee agreed to refer the remaining proposals to the Section Conferences as follows :

Proposals 10 and 11 (Rest periods for watch-keepers, and the Holding of a 2nd I.L.O. Asian Regional Maritime Conference): to the Seafarers' Section;

Proposal 12 (Meeting of the I.L.O. Committee for fishermen): to the Fishermen's Section;

Proposal 13 (One-man operation): to the Railwaymen's and Road Transport Workers' Sections.

Emergency Resolutions

The Committee received three draft resolutions which had been submitted during plenary sessions of Congress and which the Executive Committee in its function as Congress Standing Orders Committee had decided should be treated as emergency resolutions. The resolutions were :

- (a) On *the Dominican Republic* (submitted by the American Railway Labor Executives' Association);
- (b) On *the Indian railways dispute* (submitted by the All-India Railwaymen's Federation); and
- (c) On a *Colombian civil aviation dispute* (submitted by the Colombian Avianca Workers' Union).

With regard to the resolution on the *Dominican Republic*, the Committee decided at its first meeting to seek the observations of the Seafarers' and Dockers' Sections. At its last meeting, the Committee was informed that the Joint Seafarers' and Dockers' Conference had decided to include in its report to Congress a statement re-affirming support for the resolutions on the Dominican Republic adopted by the I.T.F. Executive Committee in April 1960 and the I.C.F.T.U. Executive Board at its meeting from 27 June to 2 July 1960. The Joint Conference further felt that the emergency resolution might be withdrawn in view of this action. The United States representative on the Resolutions Committee indicated that the resolution could not be withdrawn and the Committee then agreed that it should be discussed by Congress in plenary session.

The Committee agreed to refer the emergency resolution on the *Indian railway dispute* to the Railwaymen's Section.

The Committee agreed to recommend that Congress adopt the following resolution on *the Colombian civil aviation dispute*. An amendment to the original draft has been made :

Resolution on Colombian Civil Aviation Dispute

This 26th Congress of the International Transport Workers' Federation, held in Berne from 20 to 30 July 1960;

Noting that the workers in the Colombia "Avianca" Workers' Union submitted a claim to the Avianca airline company for wage increases on 10 June and that the company refused to consider the claim on the grounds that it was in financial difficulties; and

Noting further that the workers might be forced to strike, an action the consequences of which would be difficult to foresee, since under Colombian law strikes in the civil aviation services are considered illegal;

Requests the I.T.F. General Secretary to inform the President of the Republic of Colombia, the Minister of Labour and the Chairman of the Avianca directors as soon as possible of the I.T.F.'s support for the just claims of the Avianca workers;

Further requests the I.T.F. Executive Committee to watch developments in the dispute closely and in the event that the dispute is not quickly settled to stand ready to take appropriate measures; and

Recommends at the same time that this resolution be conveyed to the President of the Avianca Workers' Union.

The Committee wishes in conclusion to make what has become, regrettably, almost a traditional plea. Unless affiliated organizations abide by the constitutional requirements that proposals to Congress shall be submitted four months before Congress begins, both the Standing Orders Committee and the Resolutions Committee are put to inconvenience and the sponsors of late proposals risk disappointment. The interpretation of what is an "emergency resolution" must of

necessity be strict if Congress is to proceed smoothly, particularly in view of the considerable amount of translation work involved in all the Congress administration.

R. LAAN, Jr.
Rapporteur.

ROAD TRANSPORT WORKERS' SECTION CONFERENCE

The Section Conference took place on Thursday, 21 July 1960 at 2 p.m.

Sixty-two delegates from the following countries attended the discussions: Austria, Belgium, Denmark, Finland, France, Germany, Great Britain, Japan, Luxembourg, Netherlands, Norway, Sweden, Switzerland and Spain.

Also in attendance as guests were Messrs. Dunand, of the International Labour Office, and Seton of the Transport Division of the European Economic Community, together with Brother Rasschaert, Secretary to the Committee of I.T.F. Unions in the European Community.

The retiring Chairman, H. W. Koppens, was unanimously re-elected with acclamation and was also appointed as the Conference's Rapporteur.

Report on Activities

The Section Secretary, H. Imhof, introduced the report and reviewed recent developments in the matters with which the report dealt. A lively discussion ensued in the course of which the following were the main topics:

I.T.F. Agreement on Legal Assistance to Drivers Abroad

The Conference noted that the implementation of the Agreement had still not been formally settled by all the European unions. On the one hand, some unions which had signed the agreement had still to make supplementary bilateral agreements and, on the other hand, the Norwegian and Italian unions had still to adhere to the Agreement itself. Of particular interest to the Conference was the contribution from the Danish delegate who first referred to the difficulties in implementing the Agreement which arose from the structure of his union but at the same time gave the assurance that any drivers from abroad who were involved in accidents in Denmark, or had difficulties with the traffic laws, could count on the assistance of his union.

Urban Transport Problems

The Conference welcomed a report on the outcome of the discussions between the Presidents and General Secretaries of the I.T.F. and P.S.I., as a result of which it was now proposed that a small working committee with representatives from both organizations should be established to deal with all appropriate problems. If its work were to be productive the committee would have to be endowed with some authority.

Although the Conference declared its basic approval of this means of preparing the ground for cooperation between the two I.T.Ss., a

number of speakers in the subsequent discussion expressed the view that for the long term an attempt should be made to concentrate the international activities involving these workers in one Secretariat, and that the I.T.F. was the competent organization for that purpose. Another view, however, was that unified organization at national level would have to precede any developments in that direction.

Night and Sunday Work in Road Transport

The Conference noted with interest that the new Austrian road traffic regulations of July 1960 forbids the operation of goods vehicles from 3 p.m. on Saturdays to midnight on Sundays. The ban applies to vehicles with a permitted capacity of more than 3.5 tons and to vehicles with trailers.

Inland Transport Sections and I.T.F. Transport Advisory Committee

It was noted that in implementation of a 1958 Congress resolution, the I.T.F. Executive Committee had recently set up a special sub-committee to deal with economic and social problems. The sub-committee's activities were not to be confined to developments in Europe.

Committee of I.T.F. Unions in the European Community

The success of this committee and in particular the active contacts it maintained with the transport authorities of the European Economic Community were stressed during the discussion. On the other hand, references were made to the urgent necessity for striving, within the I.T.F. inland transport sections, to arrive at a uniform policy on important problems. This necessity was of particular validity at the present moment to the questions of rate obligations and the obligation to publish rates.

Labour inspection in road transport—individual control document for drivers

Although the Conference welcomed the I.L.O.'s efforts with regard to the provision of a uniform control document and approved the draft document which had been prepared, it was emphasized once again that the document alone could achieve nothing. Effective inspection of conditions in road transport would only be achieved if tachographs were prescribed to supplement control documents and if compliance with regulations on working hours and rest periods was adequately checked.

Civil liability of drivers

The Conference expressed its appreciation for the closely reasoned submission which the Secretariat had made to the I.L.O. on this problem. It expressed its expectation that the International Labour Office would now draft practical proposals for the provision of an effective instrument to protect drivers from civil law claims.

U.N. Economic Commission for Europe: General Agreement on Economic Regulations for International Road Transport

The Conference noted with disappointment the present tendency within the E.C.E. to drop this important agreement for all practical purposes and instead merely to compose a resolution or recommendation from the annex on social conditions for the attention of the various governments.

The Conference took the view that there was no sense in just producing more paper work on these urgent matters. If it was not possible to produce an instrument from the annex for the governments to ratify there was no practical point in taking further action. At best that could only serve to draw a social veil over the fiasco of the governments' costly efforts at international level for many years.

U.N. Economic Commissions for Africa, Latin America and Asia and the Far East

The Conference supported the view that the I.T.F. and I.C.F.T.U. ought to try to exert an influence on the activities of these bodies in transport matters and ought also to be informed of the sending of transport policy experts, a step which is being taken with increasing frequency.

Proposals

With regard to the proposal from the Japanese unions regarding one-man operation of urban passenger vehicles which had been referred to the Conference by the Resolutions Committee, it was agreed that the last paragraph should be clarified so as to read as follows :

Stresses again that safety of operation should never be jeopardized by the introduction of one-man operation and that the intensification of output inevitably induced by such measures should be compensated by shorter working hours and additional payments.

The proposal was also to be passed to the Railwaymen's Section.

Date and Place of the Next Section Conference

Following an invitation from the Austrian Transport Workers' Union, it is planned to hold the next Section Conference in Vienna in October 1961. The invitation was received with applause.

Election of Section Committee

The Conference learned with great regret of the illness of Brothers Klinga (Sweden) and Steldinger (Germany), and of the death of Brother Carlsson, a substitute member of the Section Committee. It was decided to send telegrams to Brothers Klinga and Steldinger conveying the Conference's best wishes.

The following members and substitute members of the Section Committee were then elected :

<i>Country</i>	<i>Member</i>	<i>Substitute Member</i>
Belgium	G. Hendrickx	J. Geldof
Denmark	E. Borg	N. Jensen
Germany	H. Steldinger	A. Christ
Finland	S. Koutio	O. Aarnio
France	P. Felce	P. Boucard
Great Britain	F. Cousins	F. Eastwood
Italy	E. Leolini	R. C. Caimmi
Netherlands	H. Koppens	J. de Later
Norway	H. Bakke	E. Aasen
Austria	L. Brosch	A. Peham
Sweden	S. Klinga	S. Lundgren
		H. W. KOPPENS, <i>Rapporteur.</i>

CIVIL AVIATION SECTION CONFERENCE

Meetings and Attendance

The Civil Aviation Section met on 22 and 23 July with Brother Tennant in the chair. The first meeting was attended by 33 delegates and the second by 23.

Brother L. White, acting Section Secretary, announced that Bro. Verpoorten the Vice-Chairman was unable to attend due to the Congo crises.

Bro. D. Tennant said that he had been elected Chairman of the Seafarers' Section and would not stand for re-election as Chairman of the Civil Aviation Section. He asked the Conference to think of suitable candidates and deferred the election until the end of the meeting.

Election of Section Secretary

After some discussion on the extent of Bro. White's other duties in the I.T.F., he was unanimously elected Section Secretary confirming his Executive Committee's appointment as Acting Section Secretary.

Status of A.L.P.A.

In answer to Bro. O'Donnell's query on the status of A.L.P.A., Bro. Becu replied that A.L.P.A. had been suspended and was up before the General Council for expulsion. A.L.P.A. was, however, planning to appeal this decision to the Council.

Air Union and Employer Centralization

In connection with the item on Air Union in the Report on Activities, Bro. Pfeiffer expressed his concern with the effect on working conditions of the economic division of Europe and most particularly asked for the views of the sub-committee set up to deal with the problems of Air Union. Bro. Lapeyre, Chairman of the sub-committee, stated that this should be a question for the General Secretary and the I.T.F. as it was too great a problem to be handled by a small sub-committee.

The General Secretary replied that in view of the regional spread of the I.T.F., it would be impossible to set up the many sub-regional committees which would be required on a company level to deal with the various airline companies contemplating cooperative action. This had been discussed at a meeting in Brussels, at which time the General Secretary informed the interested unions that it was up to them to set up the necessary machinery and not the I.T.F. He strongly urged that as the employers have poined together to cooperate and centralize, it is essential that the workers' groups also set up the appropriate machinery amongst themselves—or else the uniform wage scale established would be on the very lowest level.

He also stressed that such machinery should be formally established with a secretariat to work properly—with each organization contributing to its support. The present structure had proved inadequate—particularly in regard to translations and the I.T.F. could not take over this job.

The Chairman stated that the development in the super-sonic age is toward capital concentration which required similar actions on the part

of workers' organizations. If small sub-committees were established, they could coordinate their activities through the I.T.F.

Bro. Jaquin (Colombia) said that the same problem had arisen in Latin America. Avianca, the Colombian airline, is presently in consultation with other Latin American countries on the formation of a Latin American airline organization. Representatives of the companies and the governments have participated in these meetings but not the workers and he feared that the heavy cost of new capital investment would have an adverse effect on the workers' earnings.

Bro. Jaquin also reported that the Colombian ground staff who went to the U.S. for training were prevented by the U.S. union from getting on-the-spot practice. Bro. O'Donnell (U.S.A.) sought clarification of this statement and agreed to meet privately with Bro. Jaquin to discuss this problem.

Bro. Jaquin's report on his own union's conflict and request for support was deferred to the Congress.

Bro. Hickey reported the actions of seven U.S. unions in combatting the concentration of power by employer groups. The airlines had formed a mutual aid pact for the sole purpose of frustrating the strike of any one union. Bro. O'Donnell explained that this was a fairly unique form of employer cooperation in that they agreed to share any extra profits with the struck-company rather than all closing down. The unions objected to this pact but though they could not get it abolished they did succeed in forcing the publication of the employers' financial computations.

Contacts with specialized international organizations

In answer to a query, Bro. White said that contact has been established when necessary with the I.T.I.

Bro. Eastwood explained the situation regarding the British Joint Council and its composition (only 3 of the 14 unions are I.T.F. affiliates). He regretted the split among civil aviation personnel and thought it was unfortunate that the I.T.F. policy was not supported by I.F.A.L.P.A. The Chairman sympathized with Bro. Eastwood's comments and reported that approaches have been made time and again to I.F.A.L.P.A. but I.F.A.L.P.A. had acted contrary to a mutual agreement which was set up in 1954 and now persisted in following an anti-trade union policy. He also stressed that I.F.A.L.P.A. continued to support their crew complement policy in spite of B.O.A.C.'s experience to the contrary.

Bro. Kugoth disagreed with the expulsion of A.L.P.A. as he preferred to try to check them within the group rather than lose them completely. He said that now the I.T.F. can no longer speak for all civil aviation personnel at the I.L.O. The Chairman explained that the I.T.F. had tried long and hard to cooperate with I.F.A.L.P.A. But I.F.A.L.P.A. was working against the I.T.F.'s policy on specialist flight crew. The I.T.F. cannot keep in its own midst people who violate its policies. The Chairman agreed to the importance of a united front but said it was not the I.T.F.'s fault—the I.T.F. has tried to cooperate.

F.E.I.A. and U.S. Mediation Board

The F.E.I.A. had completed its presentation to the Tribunal but Bro. Hickey said that the report would not be out for another month.

The Conference then unanimously adopted the report and the Supplementary Report on Activities.

Proposals

Bro. Gambart de Lignieres then introduced a S.N.O.A.M. resolution aimed at taking jet service into consideration in the I.T.F. crew complement policy. The Conference agreed to the substance of the resolution and deferred the text to a small sub-committee for rewriting. Bro. O'Neill asked that the resolution include more specifics—as the position of radio officers. The sub-committee was composed of the following: Bro. Gambart de Lignieres (France), Bro. Lindholm (Sweden), Bro. O'Donnell (U.S.A.), Bro. Gregory (G.B.), Bros. de Vries and Post (Netherlands) and Bro. White. At the second meeting the revised resolution was accepted unanimously with two minor amendments (attached). The Chairman then asked that a vote of thanks be given to the sub-committee for its good work.

S.A.S. Flight Engineers' situation

The Chairman drew the Conferences' attention to the very grave situation which has developed in S.A.S. and called upon Bro. Fidjeland to supply the details. Bro. Fidjeland gave a short account of the situation and reported that on the DC 8s today, flight engineers were carried but were limited to a half-hour duty on take-off and landing for an 8-hour flight. He warned of the inherent dangers in the present S.A.S. policy. Even some pilots were complaining in aviation publications.

The Chairman said that something appeared to be wrong with the present safety conditions of the DC 8s if even the pilots complained publicly about it. He said that the I.T.F. would assist as much as possible in getting I.T.F. policy introduced into S.A.S. operations. The Swedish Transport Workers asked that as their organization covered the Swedish flight engineers, the problem should first be considered by them and the L.O. before further action was taken. It was agreed that Bro. Fidjeland discuss the matter with them before further action was taken.

I.L.O. Civil Aviation Conference

The Chairman reported that the I.L.O. employers' group had resisted including the crew complement question on the agenda but had finally agreed that the affect of technical changes on the manning of aircraft should be included.

The Conference agreed to hold a sub-committee meeting in early September to prepare the way for the I.L.O. Civil Aviation Conference to be held in Geneva beginning 26 September. The following names were submitted for this committee: Bro. Verpoorten (Belgium), Bro. Gambart de Lignieres (France), Bro. Stedinger plus one delegate (Germany), Bro. de Vries or Bro. Keehnen (Netherlands), Bros. Lundgren and Lindholm (Scandinavia) and Bros. Brown and Horst (U.S.A.), and Bro. J. G. K. Gregory (U.K.).

Election of Chairman and Vice-Chairman

The Conference then elected Bro. Verpoorten Chairman and Bro. J. Horst Vice-Chairman for ground staff and Bro. Gambart de Lignieres Vice-Chairman for flying staff.

Resolution

This twenty-sixth Biennial Congress of the International Transport Workers' Federation held in Berne

Having examined reports on the operation of modern civil aircraft including jet propelled aircraft;

Expresses grave apprehension that in some countries specialist flight crew members are being replaced by other crew members performing multicapacity duties, and

Re-emphasizes the conviction expressed in the I.T.F. Vienna resolution that the safe and economical operation of modern aircraft, taking into account the ever increasing traffic density as well as the increasing complexity of the equipment, requires the services of specialist flight crew members each of whom has had basic training suited to his own functions,

Affirms that modern experience unquestionably shows the need for fully specialized pilots, navigators, radio officers, flight engineers and flight service attendants each assigned exclusively to perform the functions of his craft and to be supplied with such separate station, instruments and apparatus as he may require.

Places on record the determination of the I.T.F. to preserve and develop maximum safety through the efficient use of specialist flight crew members and

Pledges full support to affiliated organizations in their endeavours to maintain and where necessary establish these fundamental requirements.

DOCKERS' SECTION CONFERENCE

The Dockers' Section met on Thursday, 21 July, at 2 p.m. Thirty-one dockers' delegates attended from the following countries: Aden, Austria, Belgium, Britain, Denmark, Germany, Greece, Italy, Malta, Netherlands, Norway, Pakistan, Philippines, Sweden, Switzerland, United States. The Seafarers' International Union of America was represented by observers.

Section Chairman

R. Dekeyzer (Belgium) was re-elected as Chairman-Rapporteur of the Section. Thanking the Section for this renewal of confidence, he referred to the social conditions in the ports of under-developed countries and to the need to assist the trade unions in these parts of the world to raise the standards of dock workers and workers generally. He further expressed regret that they were losing the services of Brother Becu owing to his election as General Secretary of the I.C.F.T.U. and in the name of the Section thanked him for the great contribution he had made over the years to its work.

Mechanization of Dock Work

During the discussion on the Report on Activities for the years 1958-59, special emphasis was placed on the importance of the problem of the mechanization of dock work. N. Peterson (Sweden), H. Hildebrand (Germany), R. Laan (Netherlands) and T. O'Leary (United Kingdom)

spoke on the subject. Though mechanization had reached an advanced stage in these countries, there would always be classes of dock work which could not be performed by mechanical means. The object of the trade unions was not to impede mechanization, which led to an increase in productivity in the interests of all concerned and lightened the work of the docker, but to ensure that the dockers' social conditions were adequately safeguarded. At the conference of the Dockers' Section of the I.T.F., held in Rotterdam in September 1959, a resolution had been adopted defining the international policy of the trade unions of dockers in respect of mechanization. The different speakers urged the need for dockers' unions to exchange information and experience in the field of mechanization and of measures for ensuring a fair share of increased productivity for their people.

C. Stathopoulos (Greece) referred to the position in Greece and to the backward conditions as regards equipment and social conditions in the lesser ports of the country. He thanked the I.T.F. for the part it had played in arranging seminars for dock workers in Greece. These had been of very great help to the trade unions and he hoped that more seminars of this kind would be held in future.

T. Gleason (International Longshoremen's Association of America) said that mechanization of port work had also made great strides in the United States. During the last five years labour requirements had fallen by something like 5% largely due to the effects of mechanization, palletization and containerization. It was a process which could and should not be resisted. Their policy was similar to that described by the British representative: no employer was allowed to introduce any new appliance without prior consultation of the union. Their objective had been to ensure the longshoreman his share of the saving effected. They contended that longshoremen should be paid the same tonnage rate whether a machine was used or not, that is to say, like the British they adopted the principle of payment by results.

C. Stathopoulos once more described the lack of facilities in the lesser Greek ports. They hoped that the increased productivity consequent upon mechanization would also bring about an improvement in the dockers' social conditions. Employers often tried to divert cargoes in order to evade the better labour conditions obtaining in the bigger ports. The Greek Union was planning action to put a stop to this and hoped for the support of the I.T.F. in its endeavours. The **Chairman** assured the Greek delegate of the fullest support of the I.T.F. for any organizing drive or other action taken to improve the social standards of Greek dock workers.

R. Laan felt that the time was ripe for a further discussion of the question of mechanization in the Dockers' Section of the I.T.F. He pointed to the connexion between the economic condition of a country and the dockers' attitude towards mechanization. For instance, he had recently given lectures to trade unionists in the Irish port of Dublin. Ireland was a country with heavy unemployment, the number out of work being something like 70,000. Work was performed by gangs of 20 to 25 men, and old-fashioned gear was in use. In such a situation the attitude towards mechanization was naturally very much less favourable than in countries like Germany and Holland, where of recent years there had been a serious shortage of labour.

T. Gleason once more said that in United States port work was highly mechanized, but it had not been allowed to depress the standards of dock labour. By means of a royalty charge on containerized or palletized cargo a fund had been built up which was used to compensate labour displaced as a result of mechanization.

K. Kjøniksen (Norway) suggested that the question of the mechanization of port work should be discussed after a preparatory enquiry by a Conference or a committee of the Dockers' Section.

It was agreed that the Secretariat of the I.T.F. should be requested to expedite its enquiries into various questions referred to it by the last Section Conference (Rotterdam, September 1959), and that the existing sub-committee, comprising representatives from Britain (T. O'Leary), Belgium (G. De Crom), Germany (H. Hildebrand), Netherlands (R. Laan) and Scandinavia (K. Kjøniksen), should be extended to include a representative from the U.S.A. (T. Gleason). The Secretariat was further requested to convene this sub-committee at an early date, if possible before the end of 1960 or in the early part of 1961, to prepare the ground for a full Section discussion on the mechanization of port work and its effects on the condition of dock workers.

J. Soares (Asian Representative of the I.T.F.) said that mechanization was not yet a problem for the port workers of Asian countries, though it was beginning to be felt in the bigger ports such as Singapore, Bombay, Calcutta and Madras. The unions in these countries looked to the I.T.F. for information and guidance and it was most desirable, if at all possible financially, for them to take part in the envisaged discussions. At the same time he referred to the problem of decasualization in the ports of the under-developed countries. Though in India, for instance, important progress had been made in giving effect to the I.L.O. Recommendation on the subject, generally speaking this was not the case and the obnoxious contractor system still existed. He suggested that the sub-committee should also take this aspect into consideration.

M. A. Khatib (Pakistan) reported that, though the social conditions of dock workers of this country were still very backward, the Union had recently succeeded in obtaining an agreement which brought important gains. Among other things, employers were required to make a contribution of 2% of wages into a welfare fund, which made up for the complete lack of a social security system. He requested that the possibility be considered of holding a regional conference to deal with the problems of Asian dock workers, in order that these might receive consideration of the kind already given to the problems of the seamen in this region.

Safety and health of dock workers

After H. Hildebrand had drawn attention to complaints made by dock workers in German ports to the extremely unpleasant character of handling soot and similar cargoes, a resolution was adopted on the subject (see Annex).

Piece and time work

There was then a discussion on the relative merits of the piece and time work systems of payment, in which T. O'Leary, R. Laan, A. Cilia

(Malta), R. S. Oca (Philippines), C. Stathopoulos took part. On the one hand, in countries like the United Kingdom, Norway and Sweden there was a strong preference for piece work. In British ports, for instance, average earnings for the country as a whole were 70-80% higher for piece work than for time work, and the fringe benefits were also very substantial. This position was also strongly supported by the representative from Malta, A. Cilia and the U.S.A., T. Gleason.

R. Laan observed that in Holland piece work had been completely abolished in favour of time work after the war. However, with a view to increasing both port productivity and dockers' earnings, a bipartite committee was studying a system of incentive payments, under which there would still be a guaranteed income but bonus would be paid for output above a union-agreed figure.

C. Stathopoulos and R. S. Oca pointed out that the piece work system operated differently in ports which were poorly equipped and in which dockers hardly averaged two or three days a week. In such cases time wages and a guaranteed weekly wage were more advantageous to the dockers.

It was agreed that the matter should be pursued on the already-established sub-committee.

Dominican Republic

The Section then considered a resolution, introduced by the Railway Labour Executive Association of the United States, protesting against the Trujillo dictatorship in the Dominican Republic. After a discussion, in which the view was expressed that the question called for prior consultation with the groups primarily concerned, namely dockers and seafarers, it was agreed to refer the resolution back to the Resolutions Committee.

Special Seafarers' Section

Following a report by the Special Officer, L. White, on the activities of the Special Seafarers' Section of the I.T.F. and on the developments which had taken place in I.T.F. policy in respect of flags of convenience shipping, it was agreed to discuss the subject further at the Joint Conference of the Dockers' and Seafarers' Sections to be held later during the Congress.

Italian Ports

M. di Mario (U.I.L.P., Italy) submitted, for inclusion in the record, a written statement describing the problems of Italian dock workers. He referred to vocational training courses which they were trying to introduce for Italian dock workers and asked for the help of the I.T.F. in this connection. He also said that the system of administering the ports of Italy still contained features of the corporate system and asked for support for their endeavours to get rid of them.

Section Committee

It was agreed that names for the Section Committee should be sent to the Secretariat. The following names were submitted at the Conference: A. Khalil (Aden), R. Gryc (Austria), C. Stathopoulos (Greece), M. di Mario (Italy), R. S. Oca (Philippines), Faiz Ahmed (Pakistan),

K. Kjøniksen (Norway) and R. Laan (Netherlands).

R. DEKEYZER,
Rapporteur.

Resolution on the handling of soot

This Conference, having discussed the problem arising from the transport of soot through ports, and having regard to the fact that this cargo is handled in ever-growing quantities and the fact that the method of packing, for instance in paper bags, is at times inadequate, so that soot is spilled and spread throughout the port area where it is handled,

Considers that the hardships caused to the workers concerned cannot be met by cash compensation or by the provision of protective clothing, but only by improvement of the method of packing which ensures that soot is not spilled.

The Conference, recalling the directives laid down in the I.L.O. Code of Practice on the Safety and Health of Dock Work, Section 580, with respect to loading or unloading operations in which dust is given off to such an extent as to be likely to injure health, and bearing in mind that the most effectively remedial action can be taken at the loading end,

Requests the I.T.F. to conduct an international enquiry to ascertain the extent to which the problem of handling soot exists in the ports of the different countries,

Calls upon dockers' unions affiliated with the I.T.F., where appropriate, to make representations to port employers and port authorities to give attention to this problem, and

Further requests the I.T.F. to bring the problem of handling soot to the attention of the Inland Transport Committee of the I.L.O. in order that measures may be taken in the sense of the above-mentioned Section 580 of the Code of Practice and that the I.L.O. may generally investigate the extent to which the provisions of the said Code are complied with in the different countries.

JOINT CONFERENCE OF SEAFARERS' AND DOCKERS' SECTIONS

The meeting convened at 4.15 p.m.

Brother White called for nominations for Chairman. Only Brother Tennant was nominated and he took the chair.

The meeting also elected Brother Tennant as rapporteur.

It was reported to the meeting that the report of the Special Seafarers' Section had been brought before separate sectional meetings of dockers and seafarers and at each of these sectional conferences the Special Section Report was adopted.

It was reported to the meeting that the Resolutions Committee had remitted to the separate Seafarers and Dockers Sectional Conferences a resolution on the Dominican Republic submitted by the R.L.E.A. The Dockers' Sectional Conference decided to refer back the resolution to the Resolutions Committee. The Seafarers Conference decided to remit the resolution to the Joint Conference of Dockers and Seafarers. Accordingly the subject of the resolution was discussed. The decision which emerged from the discussion was that the Joint Conference of Dockers and Seafarers preferred to reaffirm the resolution on the same subject adopted by the I.T.F. Executive Committee in London at their meeting on 5 and 6 April 1960 and the I.C.F.T.U. Executive

Board resolution adopted at their meeting 27 June to 2 July 1960. A copy of each of these two resolutions is attached hereto.

The Conference then proceeded to elect the members of the Fair Practices Committee. Brother White informed the meeting that the present dockers representatives were Bros. T. O'Leary (U.K.), De Crom (Belgium), Laan (Netherlands), Nicolaisen (Germany), E. Larsson (Sweden) and he reminded the meeting that when the present members were elected there was reserved a place for a representative of the International Longshoremen's Association (U.S.A.) if and when that organization became affiliated to the I.T.F.

The seafarer members were Bros. Sir Thomas Yates (U.K.), D. S. Tennant (U.K.), Cassiers (Belgium), van Driel (Netherlands), Hildebrand (Germany), Sönstebj (Scandinavia), Petroulis (Greece), Lagorio (Italy), Curran and Hall (U.S.A.).

Brother White pointed out that the changes among the present members which had taken place since the last Congress were Bro. van Driel for Bro. de Vries, Bro. de Crom for Bro. Dekeyzer, and that Bro. Lagorio had been added.

It was decided to re-elect the present Committee en bloc; Bro. E. Gleason filling the place reserved for an I.L.A. representative.

Bro. Paul Hall raised the question of having an I.T.F. representative in North America. He pointed out that for the whole of the North American Continent there was no direct contact with an I.T.F. representative on the spot and considering the activities of U.S. unions in carrying out I.T.F. policy, particularly the maritime unions in connection with the Panlibhon campaign, he considered it to be an urgent matter that an I.T.F. representative should be appointed in that area.

After discussion on this matter the Joint Conference decided to ask the Executive Committee to give urgent and favourable consideration to this question.

Bro. Paul Hall also raised the question of the deterioration in the free trade union movement in South America. He said that the situation was deteriorating rapidly and that there was evidence that unless the outside free trade unions did something about it there was every possibility of the Communists moving into the whole area.

He suggested that an early meeting of I.T.F. affiliates in that area should be held under the auspices of the I.T.F. He was informed by the General Secretary that the Executive Committee had already discussed this matter and decided that an I.T.F. Conference could be held in that region early in 1961.

Bro. P. Hall protested that a Conference at that time could prove to be too late in view of the present Communist activity and suggested consideration be given to the holding of such a Conference in Montevideo and suggested November 1960 for this to be held.

After discussion the Joint Conference decided to ask the Executive Committee to give urgent and favourable consideration to this suggestion.

The Chairman enquired if there was any other business and as there was no response the meeting was terminated.

D. S. TENNANT.
Rapporteur.

I.T.F. Resolution on Dominican Republic

This meeting of the I.T.F. Executive Committee, held in London on 5 and 6 April 1960,

Notes that whereas in recent years a number of Latin American dictators have been swept from power, the people of the Dominican Republic continue to suffer the Trujillo dictatorship under which the rights to speak and act freely, and in particular the right to organize in trade unions, are denied;

Notes further that as a consequence of the denial of such rights the Dominican people are subject to exploitation and tyranny against which they have no legal redress and which serve only to enrich the dictator and his followers;

Declares that the I.T.F. will support every appropriate step to win for the Dominican people a democratic form of government under which a free trade union movement may work unimpaired to protect and advance the workers' interests.

I.C.F.T.U. Resolution on Dominican Republic

Noting with satisfaction that the Inter-American Peace Committee of the Organization of American States has condemned the Trujillo regime as a cruel dictatorship;

Recalling that the Sixth World Congress called for the expulsion of Trujillo representatives from the Organization of American States so as to bring about his complete isolation;

Calling upon all member governments of the Organization of American States to draw the logical conclusions of the decision of the Inter-American Peace Committee, by breaking off diplomatic relations with the Dominican Republic, as some member governments have already done;

Appealing to the Organization of American States to exclude the Dominican delegates from its deliberations and to consider imposing effective economic sanctions upon the Dominican Republic, and

Inviting the affiliated organizations in the member countries of the Organization of American States to urge their governments to carry out these measures without delay.

RESOLUTIONS COMMITTEE **(Second Report)**

In accordance with the decision taken by Congress at the conclusion of the discussion on item 9 of the agenda (the Reduction of Working Hours), the Resolutions Committee met on 27 July to draft a resolution on working hours which could find general acceptance. The Committee which included a Japanese representative, unanimously agreed to commend the attached draft resolution to Congress.

R. LAAN, Jr.,
Rapporteur.

Resolution on working hours

This Congress, etc.

Notes that the ever increasing application of rationalization and modernization measures to the transport industry has often served to

intensify the mental and physical strain entailed in transport workers' duties, and

Being convinced that in the transport industries, of all industries, excessive fatigue and its disastrous implications are to be avoided at all costs;

Declares that, all other considerations apart, workers have a right to adequate leisure;

Believes that transport worker's unions are fully justified in seeking shorter working hours to compensate to some degree for the rapid rise in productivity in the transport industry over recent years;

Supports all affiliated unions in their efforts to achieve a reduction in working hours and supports in particular demands for a 5-day week and 40-hour week where existing working hours exceed those limits;

Advocates the conclusion of an effective international instrument aimed at realizing the general introduction of the 40-hour week; and finally

Calls upon governments, where legislation on working hours is necessary or customary, to provide for a reduction of working hours and, if necessary, the introduction of the 40-hours week.

FISHERMEN'S SECTION CONFERENCE

The Fishermen's Section met on Tuesday afternoon, 26 July. Eighteen delegates attended from the following countries: Belgium, Denmark, Finland, Germany, Italy, Japan, Netherlands, Norway, Pakistan and the United Kingdom.

Section Officers

The Conference elected Einar Haugen (Norway) as Chairman of the Section. R. Dekeyzer (Belgium) was elected to preside over the present conference and to report to the plenary session of Congress.

Report on activities

During the discussion on the Report of Activities special reference was made to the results achieved for fishermen in the shape of three I.L.O. Conventions concerning Minimum Age for Admission to the Fishing Industry, Medical Examination for Fishermen, and Fishermen's Articles of Agreement. The Chairman urged the importance of exerting pressure upon Governments to bring about ratification and implementation of the Conventions. This was important, also, from the point of view of securing the adoption of further international instruments for fishermen through the I.L.O.

Attention was drawn to the resolutions, adopted at the 1958 and 1959 sessions of the International Labour Conferences and asking that the I.L.O.'s work for fishermen should be effectively continued. In particular they asked for the setting up of a special committee of the I.L.O. for this purpose. The following resolution, proposed by the All Japan Seamen's Union, was adopted for endorsement by Congress in plenary session:

Whereas the establishment of minimum international standards for fishermen's working conditions had long been neglected until the adoption, at the 43rd International Labour Conference in 1959, of three Conventions concerning fishermen;

Whereas the adoption of these measures was the result of strong

pressure by the I.T.F. over many years which also led, at the same Conference, to a request for the creation of a special committee for the continuous study of matters affecting fishermen; and

Whereas these measures, however desirable are but a first step towards an international code of social standards for fishermen similar to that obtained over many years, largely as a result of the I.T.F.'s efforts, for merchant seamen;

This Congress:

Urges that the I.L.O. special Committee on Fishermen should be set up as soon as possible, thus preparing the ground for the realization of the aims set out in the I.T.F.'s International Fishermen's Programme;

Suggests that the proposed Committee should be of a tripartite nature and composed of six members each from the government, employers' and workers' groups, on the lines of the Committee of Experts on Conditions of Work in the Fishing Industry which met in Geneva in 1954 and made such able preparations for the three international instruments so far adopted for fishermen; and

Requests that the proposed Committee should deal with the following questions: (1) safety at sea, with special reference to seaworthiness, lifesaving equipment, radio telecommunications, and competency certificates, (2) manning standards, (3) crew accommodation, (4) unemployment, accident and sickness insurance, (5) vocational training.

Fishing limits

The Section expressed its deep regret that the second U.N. Law of the Sea Conference had not resulted in agreement on the issue of fishing limits and deplored the fact that the fishermen's trade unions had not been more adequately represented on the national delegations to the U.N. conference. It further urged governments to take effective steps to seek a solution of the question of fishing limits, for instance, by means of bilateral agreements on the subject.

Under-developed regions

The delegate from Pakistan spoke on the growing importance of the fishing industry of his country. Steps were being taken to strengthen the trade union organization of the workers of the industry and they hoped to receive the support of the I.T.F. in their endeavours.

Attention was drawn to the conference for the fishing industry held last year under the auspices of the Food and Agricultural Organization of the United Nations, and to the comprehensive and valuable documentation which had been prepared on questions such as the cooperative system in the fishing industry. The Secretariat was asked to request copies of these documents for circulation to affiliated fishermen's unions.

A report was also given on the progress being made with organizing and securing collective agreements for fishermen in Italy.

New developments in the fishing industry

The Dutch delegate referred to new developments in the fishing industry, such as the introduction of factory ships, which were calculated to have far-reaching effects also on the working conditions of fishermen. The Secretariat was requested to collect and circulate information on the subject.

Whaling industry

The Section expressed deep concern at the collapse of the negotiations on the International Whaling Convention. There was a serious danger

of this resulting in over-fishing and threatening the livelihood of fishermen. An urgent appeal should be addressed to the Governments concerned to make every effort to re-establish the Convention.

Section Committee

The following were elected to the Section Committee:

R. Dekeyzer (Belgium), E. Borg (Denmark), B. Johansson (Finland), H. Hildebrand (Germany), M. Mangiapane (Italy), K. Takahashi (Japan), A. de Boon (Netherlands), Einar Haugen (Norway), J. H. Sherazi (Pakistan), P. Henderson, substitute H. O'Neill (United Kingdom).

R. DEKEYZER,
Rapporteur.

JOINT CONFERENCE OF INLAND TRANSPORT SECTIONS

The joint conference of the Railwaymen's, Road Transport Workers' and Inland Navigation Sections was very well attended. The President of the Swiss Railwaymen's Federation, Brother Hans Düby, was elected as conference Chairman and Rapporteur.

Creation of a European transport policy coordination committee

The proposal on this matter submitted by two Dutch unions had been referred to the joint conference by the Resolutions Committee for its consideration.

The General Secretary, Brother Becu, introduced the discussion by pointing out that the I.T.F. Executive Committee had decided at its meeting in April 1960 to set up a sub-committee to deal with economic and social transport problems. In taking that decision the Executive Committee had in fact gone beyond the terms of the Amsterdam resolution, in that the sub-committee would not confine its deliberations to European problems.

Speaking on behalf of the sponsors of the proposal, Brother Laan declared that they were ready to withdraw the resolution but wished to express the hope that where necessary the sub-committee would be broadened by the addition of appropriate representatives of the Sections or the Committee of I.T.F. Unions in the European Community as observers.

Trade union policy on the question of pipelines

Discussion of this problem was introduced by the Section Secretary. An extremely valuable debate then ensued in which representatives from all three inland transport sections took part.

Speaking on behalf of the German Railwaymen's Union, Brother Seibert declared that it was essential to take stock of the economic and social effects of changes in fuel consumption and the putting of pipelines into operation on traditional forms of transport in the near future.

The authorities concerned expected the unions to cooperate in compiling data on these effects and the I.T.F. Secretariat should therefore wait no longer but should start investigations immediately.

As for the I.T.F. it should work towards a system of pipeline concessions and in doing so should base its efforts upon the demand made on the transport industry. It was further necessary to oppose monopolies

by the big oil trusts by declaring that pipelines were public carriers and therefore made subject to an obligation to carry. It was also necessary to take fiscal measures.

The traditional forms of transport should be quite clear that pipelines involved a new technical development in Europe and that it was not the intention to oppose the development. They would, however, insist that this new form of transport should be assimilated in the existing transport system. On the other hand the traditional carriers would have to adapt their operating conditions and tariffs to this change in the industries structure. At all events, they must prevent ruinous competition and only the publication of all tariffs would make that possible. A control of investments was also necessary to these efforts, and in doing so the advantages to the economy as a whole would have to be given precedence over the attempts at economic self-sufficiency by the carriers and the desire for profits on the part of the oil companies.

Brother Smeding of the Dutch Inland Transport Workers' Union said that the creation of pipelines was due to the fact that the refineries which were previously sited on the coasts were being taken inland and thus nearer to the centres of consumption. This was necessary as a result of the ever-climbing consumption of liquid fuels. The traditional forms of transport were hardly in the position to satisfy the new traffic demands.

The influence exercised by the introduction into operation of pipelines was shown by the example of the pipeline from Bremerhaven to the Ruhr which was completed in 1959 and which at the moment carried six million tons of fuel per year which were previously carried by tankers in international Rhine shipping.

A few weeks previously the pipeline from Rotterdam to Cologne with branches to Wesel and the Ruhr had been set into operation. This pipeline, too, would deprive inland navigation of a substantial part of its previous traffic. The situation would become even more serious in 1963 when the pipeline from the Mediterranean to Strasbourg and Karlsruhe would be finished and a branch line to Munich completed in 1965.

The distribution of refined products would remain with the traditional forms of transport since only in exceptional cases were pipelines suitable for distributive traffic. The traditional forms of transport would have to prepare themselves for the new tasks of carrying out these operations in great volume and quickly.

The resolution adopted at the September 1959 Railwaymen's Conference to the effect that the construction and operation of pipelines should be left for the railways had no practical significance since the large oil companies owned these facilities and would build further lines. Furthermore, it was well known that in many countries inland navigation was responsible for carrying out a large proportion of the oil-carrying trade. For example the international Rhine fleet had a capacity of some 650,000 tons.

Careful planning was necessary in the building and operation of pipelines if uneconomic developments and losses of capital with all their social consequences were to be avoided.

It was necessary, too, for the appropriate authorities to intervene in this problem both at national and international level. The pipelines would have to be made subject to concession obligations, and appropriate international and national regulations were needed. The inland transport sections would have to follow developments closely in order to prevent disastrous social effects on the transport workers.

Brother Eastwood (T.G.W.U., Great Britain) maintained that the construction of pipelines was for the oil industry as natural as the distribution of water or gas through pipelines. The question was whether the transfer of a small sector of the oil industry to public ownership would be in the interests of workers and the community as a whole. From a political point of view it was rather a matter of nationalizing the entire oil industry. Pipelines were a useful technical innovation and necessary in order to permit a distribution of oil products commensurate with modern requirements. They could contribute to a reduction of the cost of living and public expenditure in general. If furthermore such pipelines were using railway property the oil companies could make a contribution towards maintaining essential public railway services. The traditional branches of the transport industry would lose a considerable part of the traffic which was hitherto considered their own and there the problem arose which required our urgent and immediate attention. Oil workers in Britain enjoyed better conditions than the personnel of the different branches of the transport industry. This fact proved that better chances to improve the conditions of the workers existed wherever transport operations were an intrinsic part of industrial production as against those which were subject to the obligations inherent in a public service.

In view of these comments further examination of this problem by the I.T.F. and its affiliated unions was a prerequisite for the ability of the workers to contribute towards its solution. Technical changes of this type ought to be welcomed provided their advantages benefit the community as a whole and not only a few of its members.

Guiding lines for unions in the matter of weights and dimensions of road haulage vehicles

The Section Secretary explained the background of the memorandum on the above mentioned question submitted to the President of the E.C.M.T. in May 1960. It urged the application of the principle that the dimensions of road vehicles should not primarily be dictated by economic considerations of the undertaking concerned but should take into consideration the interests of the community, road safety as well as the social conditions of the workers. After a statement of the President of the Road Transport Workers' Section the Secretary was requested to prepare a resolution to be submitted to Congress on behalf of the Section and which should embody the arguments used in support of the Memorandum. Congress was asked to adopt that resolution.

Inland Transport Conference of the I.L.O. May 1961

The Section Secretary stressed the importance of the above mentioned conference where Communist countries would for the first time be officially represented. The Reports to be prepared by the I.L.O. will largely concern matters within the province of railwaymen's unions. Moreover, one of these reports would deal with common

problems of rail- and road transport. It would be necessary for affiliated unions as well as the secretariat of the I.T.F. to make their points of view known to the I.L.O. and thereby exert an influence on these reports. He asked affiliated unions to send their comments either directly to the secretariat of the I.T.F. or to forward a copy of their communications addressed to the I.L.O.

The meeting which had lasted about three hours and had been characterized by lively discussions was then closed.

H. DUBY,
Rapporteur.

On Weight and Dimensions of Road Vehicles

This Joint Conference of the I.T.F. Inland Transport Sections, held in conjunction with the 26th Congress of the I.T.F. in Berne, Switzerland, from 20 July to 30 July 1960,

Notes with regret that a uniform treatment of the question of the weights and dimensions of road transport vehicles has yet to be realized at European level;

Urges, in the interests of all concerned, the speedy conclusion of a regional agreement, which shall be generally binding, to counteract the prevailing anarchy;

Demands that this agreement shall have regard first and foremost to road safety requirements and to the progressive standards of working conditions to which, according to Annex A of the 1954 General Agreement, road transport workers are entitled; and

Emphasizes that in the conclusion of such an agreement social considerations must have absolute priority over the technical and commercial aspects.

RAILWAYMEN'S SECTION CONFERENCE

The Railwaymen's Section Conference first met at 9 a.m. on Friday 22 July and continued its discussions at 2.30 p.m. on Monday 25 July. In attendance were 112 delegates from all the railwaymen's unions represented at Congress.

Mr. Dunand of the International Labour Office and Mr. Seton of the European Economic Community Transport Division, together with Brothers Robert Bratschi, Chairman of the Congress Reception Committee, and Rasschaert, Secretary to the Committee of I.T.F. Unions in the European Community, attended the Conference as guests.

Brother Richard Freund, President of the Austrian Railwaymen's Union was re-elected unanimously, with acclamation, as Chairman of the Section and was also appointed as its Rapporteur.

Report on activities

The discussion on the report was introduced by the Section Secretary who reviewed the problems with which the Section had to deal and the most recent developments. Twelve delegates took part in the debate on the report. At the forefront of their remarks stood the tendency, which is finding expression in most countries, towards a commercialization of the railways which, at the same time, are obliged to perform certain functions in the interest of the economy as a whole. Efforts in that direction, combined with rigorous rationalization measures and the imposition of technical modernization, confront the unions with tremendous tasks. The hope was expressed that by intensifying the

common effort and forging closer contacts between the unions and the I.T.F., a successful struggle to safeguard the railwaymen's interests could be waged.

The Conference heard with particular interest an account by Brother Eli Oliver, a member of the United States delegation, of the hard fight in which the American operating railwaymen's unions were engaged. Brother Oliver was asked to pass his remarks in writing to the I.T.F. Secretariat with a view to their translation and eventual distribution among the unions.

Representatives from the Tanganyika Railway African Union, the All-India Railwaymen's Federation and the Indonesian Railwaymen's Union reported to the Conference on the difficult situation which the unions in their countries faced and called in forceful terms for increased efforts by the I.T.F.

The question of the introduction of automatic coupling on European railways, a problem which has been under discussion within the I.T.F. for many years, was again raised during the debate on the report. The delegate from the Dutch union, the Vice-President of the I.T.F., Brother Kanne, wished to mark the I.T.F.'s renewed efforts on this matter with the adoption of an appropriate resolution. A majority of the Conference delegates, however, decided to refer the problem to the Section Committee without adopting a resolution.

Brothers Kanne (Netherlands) and Greene (British National Union of Railwaymen) drew the Conference's attention to the significance of the plan to drive a railway tunnel under the British Channel. They both thought it desirable that the French and other European railwaymen's unions should consider the implications of the project. The Section Committee was instructed to include this question in the Section's programme of work. In doing so, there would need to be close cooperation with the other Sections of the I.T.F. to which the Channel project was of interest.

Proposals

The Conference elected a resolutions committee to consider three draft resolutions. The committee comprised the following members: Brothers Hallworth (Great Britain), Howieson (United States), Weidenfors (Sweden), Mikkelsen (Germany), Haudenschild (Switzerland), Thevenet (France), Bourdhouxhe (Belgium), Leurs (Luxembourg), Kieboom (Netherlands), Ulbrich (Austria), Hoda (India), Kurumada (Japan) and Katungutu (Tanganyika). Brother Hallworth was the chairman.

The Japanese unions had submitted a resolution on the question of *One-man Operation in Urban Tram and Bus Transport* which had already been discussed earlier in the Road Transport Workers' Section. Since this resolution arose from a resolution on one-man operation adopted at the 1958 Congress, it was also laid before the Railwaymen's Section. Congress is asked to give the resolution its approval.

The Greek Railwaymen's Federation had drawn attention in a draft resolution to the severe difficulties which it faced at the present as a result of government policies. Congress is asked to approve the resolution on this matter also.

Finally, the Conference dealt with a resolution submitted by the All-India Railwaymen's Federation. The resolution concerned the strike of Indian railwaymen and public service workers which took place from 12 to 16 July 1960 and condemned particularly the anti-trade union behaviour of the Indian government in that dispute. The Railwaymen's Conference seeks Congress's acceptance of the resolution on this matter.

Date and place on the next Section Conference

The Greek delegation asked that the next Railwaymen's Conference should be held in Athens. In doing so, they stressed the great moral support they would derive from such an occasion in their struggle against the railway policy of the Greek government.

The Section Secretary pointed out that the next Railwaymen's Conference ought to be held early in 1961 in view of the forthcoming I.L.O. Inland Transport Conference. It would also be necessary to hold a meeting of the Section Committee during the course of this year. The Conference agreed that the I.T.F. Executive Committee should be asked to sanction the holding either of a Railwaymen's Conference early in 1961, or a Railwaymen's Section Committee meeting towards the end of 1960, in Greece.

Election of Section Committee

The Conference re-affirmed its support to an attempt to broaden the Section Committee by including three representatives each from Latin America, Africa and Asia. Provision for representation from those areas had been made in 1958. The Section Secretary made it clear once more that the main purpose of broadening the Committee membership was to give increased opportunity for contacts through correspondence.

After receiving nominations it was agreed to compose the Section Committee as follows:

Austria	...	...	R. Freund, chairman
Benelux	...	...	A. Tonneaux (Belgium)
Scandinavia	...	...	M. Trana (Norway)
Great Britain	...	...	S. Greene (N.U.R.)
Switzerland	...	...	E. Haudenschild
Germany	...	...	F. Berger
France	...	...	R. Degris
Italy	...	...	B. Carella
U.S.A.	...	...	W. P. Kennedy
Argentina	...	...	Herminio M. E. Alonso
Costa Rica	...	...	M. Castillo Quesada
Peru	...	...	R. Barrigan Madalengoitia
Tunisia	...	...	M'Hamed Ali Hellal
Tanganyika	...	...	S. J. Katungutu
Kenya	...	...	O. P. Pathak
India	...	...	<u>M. S. Hoda</u>
Japan	...	...	Mamoru Kurumada
Indonesia	...	...	R. A. Santoso

** Any other business*

Brother Antonio A. di Santo of the Argentinian union of locomotive drivers (La Fraternidad) was able to report that according to informa-

tion received from the railwaymen's union (Union Ferroviaria), this organization will soon apply for readmission to the I.T.F. This was greeted by the conference with applause.

R. FREUND,
Rapporteur.

Resolution on Greek railwaymen

This Conference of railwaymen held in conjunction with the 26th Congress of the International Transport Workers' Federation held at Berne, Switzerland, from July 20 to July 30 1960,

Having been informed that the Greek Government proposes to centralize the Greek railways in order to reduce expenditure;

Notes the claims formulated by the Pan-Hellenic Railwaymen's Federation:

the maintenance of seniority rights acquired by personnel;
the payment of pensions out of public funds;

the maintenance of the right of delegates of the Pan-Hellenic Railwaymen's Federation to take part in the consultations of the management of the Greek railways;

the maintenance of trade union rights and non-interference by the State in the internal affairs of trade unions; and

Requests the General Secretary to support these claims in an appropriate communication addressed to the Greek Government and Parliament.

Resolution on one-man driving

This Conference of railwaymen held in conjunction with the 26th Congress of the International Transport Workers' Federation held at Berne, Switzerland, from July 20 to July 30 1960,

Draws attention to the unanimous resolution adopted by the Amsterdam Congress in 1958 concerning the manning of locomotives;

Is of the opinion that the considerations underlying this resolution are also applicable to the operation of buses and other means of public transport;

Considers that the manning of such vehicles by two persons will continue to be necessary as hitherto for the preservation of safety;

Re-emphasizes that the safety of operation must in no case be jeopardized by the introduction of vehicles operated by one man; and

Stress that where these measures are applied the inevitable intensification of output which they entail should be compensated by a reduction in working hours and corresponding additional allowances.

Resolution on Indian railway strike

This Conference of railwaymen held in conjunction with the 26th Congress of the International Transport Workers' Federation held at Berne, Switzerland, from July 20 to July 30 1960,

Having heard a report on the strike of Indian public employees from July 12 to July 16 1960, and on the counter-measures adopted by the Government of India to break the strike, by promulgating an Essential Services' Maintenance Ordinance declaring the strike illegal as a result of which it had to be called off;

Observes that the demand for a fair minimum wage as unanimously recommended by the Fifteenth Indian Labour Conference and commensurate with the rising cost of living in the country fully deserved consideration;

Considers that the Government of India should have examined the problem in its true perspective instead of resorting to coercive measures amounting to a denial of trade union rights and entailing the suppression of the legitimate aspirations of the workers;

Expresses its deep sympathy and unflinching solidarity with the railwayworkers of India; and

Calls upon the Government of India to repeal its Essential Services' Maintenance legislation, thereby restoring to the railway workers their basic trade union democratic rights.

SEAFARERS' SECTION CONFERENCE

The Seafarers' Section met on Friday morning, 22 July, and Monday afternoon, 25 July. Sixty-one delegates, representing 33 officers' and ratings' unions, attended from the following countries: Aden, Belgium, Denmark, Estonia (exile), Finland, Germany, Greece, Hong Kong, India, Israel, Italy, Japan, Netherlands, Norway, Pakistan, Sweden, Switzerland, United Arab Republic, United Kingdom, United States.

Section Officers

After a discussion on the procedure which should govern the election of the officers of the Section, D. S. Tennant (United Kingdom, M.N.A.O.A.) was elected as Chairman-Rapporteur and Paul Hall (United States, S.I.U.) as Vice-Chairman of the Section.

Report on Activities

The report on Activities for 1958-1959, as well as a Supplementary Report for January-July 1960, were adopted. Discussion took place on the following matters:

Washington Governmental Meeting

Paul Hall (U.S.A.) expressed dissatisfaction that a request for a meeting of the Seafarers' members of the I.T.F. Fair Practice Committee be held in Washington, at the time of a governmental meeting which discussed the flags-of-convenience problem, had not been complied with. The delegation comprising the General Secretary, Special Officer and U.S. Representative of the I.T.F., which had been sent instead, had not been as useful as the proposed Fair Practices Committee meeting would have been and had, moreover, caused embarrassment to the U.S. maritime unions. He hoped that in future the Executive Committee of the I.T.F. would consult the maritime unions before proceeding in such a matter.

Freedom of navigation

A discussion took place on the question of the freedom of navigation, with special reference to the unilateral action of the U.A.R. Government in connection with the Suez Canal, concerning which a resolution of protest had been adopted at the last conference of the Section (London, May-June 1960).

A. Osman (U.A.R.) urged that the question of the freedom of navigation through the Suez Canal could not be divorced from the wider political issues which were involved. E. Berthelsen (Denmark), Z. Barash (Israel) and other speakers stressed that the intention was not to discuss political issues, but to safeguard the livelihood of sea-

farers, which was seriously affected by restriction of the freedom of navigation, by the detention of ships' crews and by the blacklisting of ships of many flags by the U.A.R. Government, and further to protest against and to prevent unilateral action in this regard.

R. Dekeyzer (Belgium), N. Wälläri (Finland), A. Khalil (Aden), J. Curran (United States, N.M.U.), H. Wada (Japan) and Th. Sönstebj (Norway) also made contributions.

The matter was referred to a sub-committee composed of E. Berthelsen (Denmark), Z. Barash (Israel), T. Nishimaki (Japan), C. W. van Driel (Netherlands), A. Osman (U.A.R.), Lord Winster (U.K.) and P. Hall (U.S.A.). The sub-committee, which met under the chairmanship of the U.S. member, reported back that a discussion had taken place in which the members had once more expressed the different points of view. On the one hand, the U.A.R. member had once more urged that the wider issues, such as the problem of refugees, should be taken into consideration, that the I.T.F. should not take sides on what was essentially a political issue and thereby endanger international labour unity, but should rather ask for the question to be referred to the United Nations, as the competent international body. On the other hand, the remainder of the sub-committee felt that a strong protest and energetic action was needed to prevent the freedom of navigation being restricted by unilateral action. An attempt had been made to amend the resolution adopted by the Section in London some weeks previously so as to meet the remarks of the U.A.R. member. As a result the sub-committee submitted the following draft resolution to which all the members had agreed, except the U.A.R. member, who reserved the right to take up a different position :

This 26th Congress of the International Transport Workers' Federation, meeting in Berne from 20 to 30 July 1960,

Notes with grave concern that the U.A.R. Government continues to restrict freedom of navigation through the Suez Canal;

Observes that the freedom of navigation is one of the fundamental requirements of world trade and world peace and of the livelihood of seafarers;

Observes further that the detention and blacklisting of ships of other nations by the U.A.R. Government threatens the livelihood of seafarers and other workers and has resulted in industrial and retaliatory incidents and in an aggravation of relationships;

Stresses that the maritime workers of all nations are united by the same fundamental interests and should refuse to be misled and set against one another;

Rejects as totally inadequate attempts to justify interference with neutral shipping on the grounds of a state of war between the U.A.R. and Israel;

Holds with the utmost conviction that disputes between States can only be sharpened by unilateral governmental action and that they should therefore be referred to the conciliatory procedures of the United Nations;

Therefore once more addresses an urgent appeal to the U.A.R. Government to honour its international undertakings by renouncing action against ships in the Suez Canal and placing reliance in the procedures of the United Nations;

Calls upon all unions affiliated with the I.T.F. to make representations to the U.A.R. Government on this matter and further to urge upon their respective governments that they likewise make such representations;

Suggests that affiliated unions should report to the Secretariat of the I.T.F. at regular intervals as to developments and progress achieved and that the Secretariat should in turn keep affiliated unions informed;

Recommends, finally, that the action envisaged in this resolution should be conducted, where necessary and possible, on a broad and joint basis among affiliated unions.

In the resumed meeting of the Section two amendments were adopted on the proposal of J. Curran (United States, N.M.U.). The first changed the word "States" to "Nations" in paragraph 7; the second amendment changed the last paragraph to read as follows:

Authorizes the Executive Committee of the I.T.F., in the event of affiliated unions reporting failure of individual representations, to take steps with a view to achieving the objective by means of joint action by affiliates on the broadest possible basis.

An alternative text proposed by U.A.R. delegate was rejected. It pointed to the close connexion between the Suez Canal issue and the wider political aspects of the Arab-Israel dispute, stressed the importance of the I.T.F. remaining neutral in disputes of this character, urged unions affiliated with the I.T.F. to avoid action on political issues calculated to endanger international labour solidarity, and suggested that the problem of the Suez Canal should be dealt with, in all its aspects, by the United Nations.

The Conference then adopted the resolution proposed by the majority of the sub-committee, with the two amendments of the N.M.U. Four delegates voted against. The text of the resolution, as amended, appears in the Annex to this report.

Far East Trade

The Section resumed a discussion which had taken place in London in May-June last on the problem occurring in ships engaged in the Far East trade. European seamen were being displaced, in considerable numbers, by Chinese and other Asian seamen, who on account of their low standard of living and widespread unemployment were being recruited at extremely substandard wages and conditions.

It was recognized that vigorous action was needed to deal with the problem by means of the closest cooperation among all the unions concerned to bring about uniformity in the wages and conditions of seamen sailing under the same flag. A conference which the I.T.F. was planning to hold for the Asian region in the following November presented an opportunity for discussing the problem. It was agreed that this Asian conference should be attended also by representatives from as many as possible of the European unions affected by the problem. It was further agreed to set up an ad hoc committee, representative of the unions concerned, which would deal with the problem in the light of the findings of the Asian regional conference. Meanwhile preliminary talks could be arranged among those concerned during their stay in Berne.

Dominican Republic

A draft resolution condemning the Trujillo dictatorship in the Dominican Republic, which had been introduced in plenary session by the Railway

Labour Executives' Association of the U.S.A., was referred for consideration to the Joint Conference of the Dockers' and Seafarers' Section which was to follow immediately afterwards.

International Seafarers' Charter

The Secretariat reported that a first discussion had taken place at the previous Section Conference (London, May-June 1960) on the draft of a new International Seafarers' Charter which had been drawn up by a preparatory committee set up by the Section in Geneva in April 1958. As a result of that discussion, Chapters II to XIII of the draft had been agreed, while certain paragraphs of Chapter I had been referred to the Conference in Berne for further discussion. A new text of these paragraphs was proposed and adopted by the Conference. The Conference also adopted a proposed text for the preamble to the Charter. The adopted texts appear in the Annex to this report.

The Conference further agreed that the new International Seafarers' Charter should be published on the widest possible scale. The Secretariat was instructed to make an enquiry of affiliated maritime unions on the subject.

Special Seafarers' Section

The Special Officer of the I.T.F. gave a short report on recent developments in connexion with the I.T.F. campaign against flags of convenience ships and particularly the I.T.F. policy in respect of trade union jurisdiction over these ships. After the Japanese delegates, H. Wada and T. Nishimaki, had spoken on the position of Japanese crews employed in flags of convenience ships, it was agreed that they should consult with the Special Officer on these difficulties and that the discussion would be continued at the Joint Conference of the Dockers' and Seafarers' Sections.

The Conference went on record to express the profound gratitude of seafarers' unions for the powerful support received from affiliated dockers' unions in the fight against runaway ships.

North and Latin American regions

P. Hall (S.I.U.) strongly urged the importance of the I.T.F. holding a conference for the Latin American region with the least possible delay. He hoped that it would be possible for the I.L.O. meeting which was scheduled to take place in Montevideo in the following November to be used for this purpose. He noted that other I.T.S. had recently been active in Latin America and he considered it of the utmost importance and urgency that the I.T.F. should do likewise. The S.I.U. delegate further emphasized the importance of appointing an I.T.F. representative who could devote systematic attention to maritime affairs in the North American region and could ensure that maritime affiliates in this region could meet when ever necessary under the auspices of the I.T.F. It was agreed that Congress should be requested to make the strongest possible recommendation to give favourable consideration to these matters.

Proposals submitted

The Conference took action on two proposals referred to it under Congress Document XXVI-C-6. Proposals No. 10, sponsored by the

British M.N.A.O.A. and calling for rest periods to be granted to watch-keepers prior to sailing, was agreed to. Proposal No. 11 sponsored by the All Japan Seamen's Union and calling for the holding of a second Asian Regional Conference of the I.L.O. was also agreed to.

Section Committee

It was noted that each affiliated country could appoint two members to the Section Committee, and that these could be accompanied by advisers if desired. The following names were put forward: Aden: A. Khalil; Belgium: W. Cassiers, R. Dekeyzer; Estonia (exile): G. Jerem, N. Metslov; Finland: Y. Fyhrqvist; Germany: H. Hildebrand, H. Wiemers; Greece: D. Benetatos, M. Petroulis; Substitute, E. Meletis, Adviser, P. Kalapothakis; Hong Kong: Chang Teu Ming; India: B. Majumder, J. D. Randeri; Israel: Z. Barash, W. Dallman; Italy: E. D'Agostino, G. Lagorio; Substitute, L. Simoncelli; Japan: T. Nishimaki, H. Wada; Netherlands: C. W. van Driel, A. de Boon; Norway: N. Nilsen, Th. Sonstebj; Pakistan: A. A. Khan, M. A. Khatib; Sweden: K. Hadrup, J. S. Thore; United Kingdom: D. S. Tennant, Sir T. Yates; United States: Paul Hall (advisor Ray McKay), J. Curran (advisor W. R. Steinberg).

It was agreed that the outstanding members could be designated in writing.

Retiring officers

During the Conference warm tributes were paid to Sir Thomas Yates, the retiring Chairman of the Seafarers' Section, who was also shortly retiring as General Secretary of the British National Union of Seamen, and to Omer Becu, who was resigning as General Secretary of the I.T.F., in order to become General Secretary of the I.C.F.T.U., for their long and outstanding records of service to the Section.

D. S. TENNANT,
Rapporteur.

Resolution on Freedom of Navigation

This 26th Congress of the International Transport Workers' Federation, meeting in Berne from 20 to 30 July 1960,

Notes with grave concern that the U.A.R. Government continues to restrict freedom of navigation through the Suez Canal;

Observes that the freedom of navigation is one of the fundamental requirements of world trade and world peace and of the livelihood of seafarers;

Observes further that the detention and blacklisting of ships of other nations by the U.A.R. Government threatens the livelihood of seafarers and other workers and has resulted in industrial and retaliatory incidents and in an aggravation of relationships;

Stresses that the maritime workers of all nations are united by the same fundamental interests and should refuse to be misled and set against one another;

Rejects as totally inadequate attempts to justify interference with neutral shipping on the grounds of a state of war between the U.A.R. and Israel;

Holds with the utmost conviction that disputes between nations can only be sharpened by unilateral governmental action and that they should therefore be referred to the conciliatory procedures of the United Nations;

Therefore once more addresses an urgent appeal to the U.A.R. Government to honour its international undertakings by renouncing action against ships in the Suez Canal and placing reliance in the procedures of the United Nations;

Calls upon all unions affiliated with the I.T.F. to make representations to the U.A.R. Government on this matter and further to urge upon their respective governments that they likewise make such representations;

Suggests that affiliated unions should report to the Secretariat of the I.T.F. at regular intervals as to developments and progress achieved and that the Secretariat should in turn keep affiliated unions informed; and

Authorizes the Executive Committee of the I.T.F., in the event of affiliated unions reporting failure of individual representations, to take steps with a view to achieving the objective by means of just joint actions by affiliates on the broadest possible basis.

Preamble to International Seafarers' Charter

The Secretariat wishes to propose some additional material for insertion, for instance, at the end of Chapter I of the Charter, in order to provide a transition between the general remarks of the chapter and the body of the Charter constituted by the remaining twelve chapters. Alternatively it could be used for the Preamble which still has to be written to lead in the Charter. It consists of four paragraphs reading as follows:

- (a) The purpose of this Charter is to formulate for the guidance of seafarers' unions throughout the world minimum standards of social and economic justice and safety. In some countries certain of these standards have already been attained and even surpassed; but in others all, or nearly all, remain objectives.
- (b) The task confronting all unions subscribing to the Charter is to secure international adoption of these minimum standards at the earliest possible date. This is a task which in the first place imposes itself in countries where they have been largely realized, in order that such deficiencies as exist may be remedied with a minimum of delay.
- (c) If the provisions of the Charter are to be realized to the full, all maritime unions must make concerted and sustained efforts with administrations, governments and employers to bring about their early adoption. To this end all unions should where necessary integrate and coordinate their activities nationally and internationally so that by mutual aid, universal adoption of these minimum standards may be secured.
- (d) To make every effort to realize the objectives of the Charter is an implicit and explicit obligation on every maritime union affiliated with the I.T.F. All unions will supply to the headquarters of the I.T.F. periodical reports, as requested, on the steps they have taken either on their own account or in conjunction with other unions to ensure compliance with the provisions of the Charter within the national spheres, in order that these questions may be kept under constant review and that ways and means may be devised of furthering the widest possible implementation of the Charter and extending to all unions such help as may be possible and necessary towards the achievement of that end.

Paragraphs 7-15 of Chapter I of the International Seafarers' Charter

7. The 1944 Charter was not exclusively concerned with social issues. It also laid due emphasis on matters such as the safety of shipping, the direct and vital importance of which to seafarers is evident. The progress realized in this sphere, since the disaster which overtook the Titanic in 1913, is very considerable. It is embodied in a series of international instruments, adopted by various diplomatic conferences, such as the Convention on the Safety of Life at Sea (1914-1929-1948), the Load Line Convention (1930), the Regulations for the Prevention of Collisions (1948) and others. Nevertheless, diplomatic activity under this head was intermittent and the seafarers therefore, in the 1944 Charter, called for more permanent machinery.
8. A convention providing for the establishment of such machinery, under the auspices of the United Nations, was adopted in 1948. Over ten years were to elapse before it secured the requisite number of ratifications by governments, but the Inter-Governmental Maritime Consultative Organization (I.M.C.O.) finally came into being in London at the beginning of 1959. In a sense, therefore, it fulfilled a wish long held in seafarers' circles.
9. Unfortunately, however, I.M.C.O. has in various respects fallen short of the seafarers' expectations. Thus the body envisaged in the 1944 Charter was to have had considerably wider functions. In particular economic problems of the industry were to have come within its scope as well as the technical problems of safety. Secondly, it was intended that it should have a regulatory function, rather than the merely consultative function indicated in the title of I.M.C.O. Thirdly, seafarers expected, in virtue of their great direct interest in safety at sea, to take part in its work on a footing of equality with governments and shipowners. They have been disappointed on all counts.
10. Although, according to the 1948 Convention, I.M.C.O. is supposed to deal with certain economic matters, there seems to be no intention of acting on this. Although, further, some governments provided for representation of the seafarers at the Safety of Life at Sea Conference held under the auspices of I.M.C.O. in London in May-June 1960, of the five to six hundred persons attending only thirty to forty were seafarers' representatives, and even of this handful only half a dozen or so had delegate status. Moreover, the seafarers' international organization, the I.T.F., was denied all access to the Safety Conference, even in an observer capacity.
11. In short, the seafarers, in spite of their direct and vital concern with safety at sea, in spite of the fact that they have championed the establishment of I.M.C.O. from the outset, have been barred from playing any effective role in its work. This was reflected, in their opinion, in the fact that the London Conference seemed concerned to preserve the status quo as far as safety at sea was concerned, rather than to initiate progress. Indeed, in some fields, notably that of telecommunications at sea, it was retrograde in character. A resolution deploring this trend was adopted at a

conference of the Seafarers' Section of the I.T.F. held in London while the I.M.C.O. conference was in session.

12. There are, in other respects too, features in the international shipping situation which give cause for concern. Thus the recession evident from 1958, though showing some signs of improvement in 1960, reveals that the economic lesson of the inter-war years has still not been learned. The 1944 Charter already pointed to the need for some kind of international shipping policy, in order to maintain a proper balance between the volume of trade and the volume of shipping. But shipowners, on the whole, remain unwilling to relinquish *laissez-faire*, and once again the shipping industry finds itself in a situation of more ships than cargoes.
13. Seafarers would very much like to see more foresight in the approach to the economic problems of the shipping industry. Ship building and replacement programmes, for instance, should be governed by scientific assessments of the long-term trends of international trade, and not by the prospects of immediate gains. A policy deserving more attention than it gets is the systematic scrapping of old tonnage. To compensate an owner for the difference between the scrapping and the selling price of an old ship is surely more far-sighted than to allow its transfer to a flag where it is likely to be manned by an under-paid crew and to intensify cut-price competition.
14. A problem that continues to bedevil the shipping industry is that of the flags of convenience. It makes no sense, from the seafarers' point of view, that certain shipowners should be able, by the simple device of registering their ships elsewhere, whilst otherwise carrying on the operation as heretofore, to endanger the whole structure of working and social conditions built up by the seafarers through long years of struggle and sacrifice. Nor, in general terms, does it make sense that such shipowners should be able, by the said device, to contract out of the normal obligations which, in matters such as taxation, safety and technical standards, legislative provisions, are incumbent upon other members of a national and economic community.
15. Another source of serious concern to seafarers are the frequent encroachments on the freedom of navigation and the freedom of the seas. Various governments are transgressors in this respect, be it by a unilateral extension of their territorial waters, by the closing of areas of the high seas for experiments with rockets and similar devices, or by interference with shipping passing through international waterways. Actions of this kind are not only a direct threat to seafarers in the exercise of their calling, they are calculated by provoking retaliatory incidents to bring about an aggravation of the relationships between nations. The workers of all countries, including the seafarers, have a common interest in taking a stand against such encroachments and refusing to be misled and set against one another on false issues. It is only by means of the procedures provided under the Charter of the United Nations, not by high-handed governmental action, that issues between nations can be composed.

Amendments, adopted at Section Conference, London, May-June 1960, to Chapters II to XIII of the Charter

PARAGRAPH 17

"In the preceding paragraph the rate of pay of an able seamen is adopted as a criterion on account of its internationally comparable character. From this the rates for other ranks can be derived according to national usage and the function performed on board."

NEW PARAGRAPH BETWEEN 42 AND 43

"Explosives and inflammables. Explosives should be carried in specially constructed magazines and detonators should not be carried in the same hold. Should the chemical composition of certain cargoes render them particularly liable to spontaneous combustion, such cargoes should not be carried with those of an explosive nature. Under certain circumstances it may be essential, whether or not explosive cargoes are being carried, for certain cargoes known to be particularly liable to spontaneous combustion to be carried on deck. Ships carrying certain explosive and/or inflammable cargoes should be equipped so as to permit of a safe method of flooding from the bottom."

PARAGRAPH 50

Last sentence to read as follows:

"... Portable radio equipment should be stored in suitable places having regard to the siting of the lifeboats. It should be under the charge of a responsible officer, so as to ensure its removal into the lifeboats in the event of abandonment. Suitable arrangements should be made for its maintenance."

PARAGRAPH 57

The following sentence to be added at the end of the paragraph:

"On all ships of 1,600 tons gross and upwards and on all ocean-going ships irrespective of tonnage this watch-keeping shall be maintained by radio officers holding first or second-class radiotelegraph certificates."

PARAGRAPH 59

The following words to be inserted between the last and the last but one sentence of the paragraph:

"... Deck officers required to operate and radio officers required to maintain radar or other radio aids to navigation should be adequately trained and certificated so as to ensure efficient operation and maintenance of such equipment."

NEW PARAGRAPH BETWEEN 118 AND 199

The reference to radio officers in paragraph 118 to be deleted and the following new paragraph to be inserted between 118 and 119:

"There should be three grades of certificates for Radio Officers, the lowest of which shall be the present 2nd class radiotelegraph certificate."

PARAGRAPH 127

Add the following sentence:

"On vessels carrying more than three radio officers the chief radio officer should be free from all routine watch-keeping duties."

PARAGRAPH 129

Add the following words at the end of the paragraph:

“... in foreign-going ships.”

INLAND NAVIGATION SECTION CONFERENCE

The Conference of the Inland Navigation Section was held on Friday afternoon, 22 July. Eighteen delegates from the following countries were present: Austria, Belgium, Britain, Germany, Netherlands, Pakistan, Switzerland and the United States.

Section Chairman

H. Hildebrand (Germany) was re-elected Chairman of the Section.

Report on Activities

The Report on Activities for 1958-59 and the first half of 1960 was adopted, after a discussion in the course of which the following matters were referred to:

Danube Navigation

It was reported that the working party, set up at an I.T.F. Danube Navigation Conference, held in Regensburg, South Germany, in December 1959, had duly set to work and published a leaflet to be used in a propaganda drive among Austrian and German boatmen on the Danube.

Push Boats

On the basis of a report prepared by the Secretariat a discussion took place on push boats, a method of propulsion which has existed for some time past already in the United States, but has only recently made an appearance in Europe, namely in France, Germany and the Netherlands. These countries had supplied information on the extent to which push boats were in use. The system was still in the experimental stage but there was evidence that it would expand rapidly. It was necessary to negotiate special conditions for the personnel concerned, having regard, especially, to the fact that the use of push boats was likely to lead to intensive methods of operation (day-and-night sailing, shuttle services). Not only wages and working hours called for proper regulation, but also the question of manning, which depended on the extent to which deckmen were required to take part in loading and unloading, was of particular importance from the point of view of safety and of social conditions.

It was agreed that a small committee should consider the terms of a reply to an enquiry of the Central Rhine Commission regarding the principles which should govern standards of manning and certificates on push boats operating on the Rhine. The Committee would meet in Stuttgart on 13-14 September and would be composed of W. Vossen and H. Möller (Germany) and T. Smeding and P. Mol (Holland) as well as one or two members from the French Union. Further, the unions of these countries will enter into consultations with one another with a view to agreeing the basis on which collective agreements should be concluded in respect to pushboat crews.

Delegates from various countries—Th. Smeding (Netherlands), H. Diers (Germany), T. O'Leary (Britain), L. Brosch (Austria), W. Vossen (Germany)—took part in an exchange of information and views on the pushboat development in inland navigation. P. Hall (S.I.U., United States) said that his Union had large numbers of inland boatmen in its ranks and had concluded many collective agreements for pushboat crews. He would be glad to supply copies of such agreements to interested European unions.

European Transport Policy

Note was taken of Proposal No. 7 in Congress Document XXVI C-6 which requested the Executive Committee of the I.T.F. to set up a special committee to study problems connected with European transport policy. If constituted, this committee would comprise representatives from the different industrial sections of which the I.T.F. was composed, including Inland Navigation. It was agreed that in that event H. Hildebrand (Germany) should be nominated as the member for the Inland Navigation Section.

Future Activities

In a discussion on the future activities of the Inland Navigation Section of the I.T.F., reference was made to the Inland Transport Committee of the I.L.O. and the desirability of using it to deal with problems of the inland navigation industry on an international scale.

It was agreed that, in the interests of efficiency, questions of interest to certain countries should be dealt with by means of regional machinery, which should keep the Secretariat of the I.T.F. fully informed of developments, whilst problems of an international character should be dealt with by committee or section meetings under the direct auspices of the I.T.F. Among the questions which should be studied in the immediate future were mentioned vocational training, compulsory education, extent of inland navigation and the form of enterprise (i.e., companies employing wage-earning boatmen and self-employed operators employing only a few boatmen).

M. A. Khatib (Pakistan) referred to the extensive inland waterway systems in under-developed countries and the backward social conditions of the workers concerned. These countries needed assistance in their efforts to organize these workers and to improve their conditions. He hoped that it would be possible for the I.T.F., under its regional activities' programme, to consider also the inland navigation industry, for instance, by sending to his region an experienced trade unionist who could render practical and technical assistance to the organizing work of the unions there.

Section Committee

The following were elected to the Committee of the Inland Navigation Section: A. Peham (Austria, substitute R. Gryc), L. Eggers (Belgium), T. O'Leary (Britain), H. Hildebrand (Germany, Chairman), Th. Smeding (Netherlands, substitute P. Mol), Faiz Ahmed (Pakistan), K. Rebsamen (Switzerland), Hal Banks (United States). It was agreed that France and the Scandinavian countries should be invited to appoint members in writing.

H. HILDEBRAND
Rapporteur

LIST OF DELEGATES

<i>Country and Organization</i>	<i>Delegates</i>	<i>Advisers</i>
Aden General and Port Workers' Union	<i>A. Khalil</i>	
Argentina La Fraternidad	<i>A. A. Di Santo</i>	<i>H. Alonso</i>
Australia Flight Stewards' Association	<i>T. Duffy</i>	
Austria Gewerkschaft der Eisenbahner	<i>R. Freund</i> <i>J. Matejcek</i> <i>E. Ulbrich</i> <i>E. Suchanek</i> <i>F. Lehner</i> <i>H. Schmidberger</i> <i>J. Schweighofer</i> <i>B. Wagner</i> <i>W. Svetelsky</i> <i>A. Wladar</i> <i>R. Gryc</i> <i>L. Brosch</i>	
Gewerkschaft der Bediensteten im Handel, Transport und Verkehr		
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